

Ringwould with Kingsdown

Design Codes and Guidelines

Final report
July 2024

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Quality information

Prepared by	Checked by	Approved by
Hoorieh Morshedi Senior Urban Designer Holly MacMahon Consultant Urban Designer	Megan Bradshaw Graduate Planning Consultant	Ben Castell Director

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Revision History

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	11/07/2024	Amendments to report following comments received	Hoorieh Morshedi Holly MacMahon	Senior Urban Designer Consultant Urban Designer
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Introduction

01

1. Introduction

This section provides context and general information to introduce the project and its location.

1.1 Background

Through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Ringwould with Kingsdown Parish Council.

The Ringwould with Kingsdown Neighbourhood Area was designated in November 2023, and the Neighbourhood Plan Steering Group is making good progress in the production of the new Neighbourhood Plan. Ringwould with Kingsdown Parish Council has requested to access professional advice on design guidance and codes to influence the design of any potential new development in the Neighbourhood Area.

The recommendations made in this report are based on observations of the Neighbourhood Area as a whole, but they may be more relevant in some areas of the Neighbourhood Area than others. The more general elements are referred to as design guidelines, and elements that set out parameters or are more prescriptive are the design codes.

1.2 Objectives

This design codes and guidelines report forms an integral part of the Neighbourhood Plan and should be read in conjunction with the Neighbourhood Plan policies. This report presents design guidelines and codes for the Neighbourhood Plan to inform the design of future planning applications and developments in Ringwould with Kingsdown Neighbourhood Area. The main objective is to ensure that they remain sympathetic to the character of the area.

1.3 Processes

Following an inception meeting and a site visit with members of the Neighbourhood Plan Steering Group, AECOM carried out a high-level assessment of the Neighbourhood Area. The steps outlined on the following page were agreed with the group to produce this report.



1.4 Area of study

The Neighbourhood Area is the parish of Ringwould with Kingsdown in Kent. The closest towns are Dover to the south-east, approximately 8.5km from Ringwould village and to the north Walmer and Deal, approximately 2.5 and 5.5km from Ringwould village respectively. The parish is bordered by the parishes of Walmer to the north, Ripple and Oxney to the west and St Margaret at Cliffe to the south. Ringwould with Kingsdown parish covers 638 hectares and has a population of around 1,960 residents according to the 2021 census (http://www.ringwouldwithkingsdown-pc.gov.uk/).

The parish is composed of the two villages of Ringwould to the west and Kingsdown to the east, which both have historic origins. Ringwould settlement dates back to the early Saxon times and Kingsdown village is thought to have developed from an ancient camp, Romny Codde.

The wider connections in the parish include the A258 and nearby railway line. The A258 links the parish south to Dover and also connects to the A2 and to the north links to Walmer and Deal. The South Eastern railway line runs just west of the parish and the nearest train stations are in Martin Mill (3.5km from Ringwould) and in Walmer (2.5km from Ringwould). The nearest city to the parish is Canterbury (approximately 30km from Ringwould), reached by either the A258 south, then the A2 or by the A258 north, then the A256 and A257.

Amenities in Ringwould include St Nicholas Church, allotments, children's play areas, Ringwould village hall, Rippledown Outdoor Learning Centre, Learning Opportunities Centre and Five Bells pub. In Kingsdown amenities include village shops, three pubs, a primary school, a holiday park, a golf course and St John the Evangelist church. Ringwould with Kingsdown neighbourhood area borders the coast to the English Channel and the southern part of the parish falls within the Kent Downs National Landscape.



Figure 01: Map showing the wider context of Ringwould with Kingsdown Neighbourhood Area (source: ArcGIS).

1.5 Planning policy and guidance

This section summarises the relevant design policy and guidance produced at national and local levels which have informed this design guidance and codes document. It specifies how the relevant policies and guidelines have been incorporated in the production of the design codes included in this document. Any new development/ developer should familiarise themselves with these documents.

1.5.1 National Planning Policy & Guidance

The table below and on the following page summarises key relevant policy and guidance documents at the national level.

2023 - National Planning Policy Framework

DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

2021 National Model Design Code

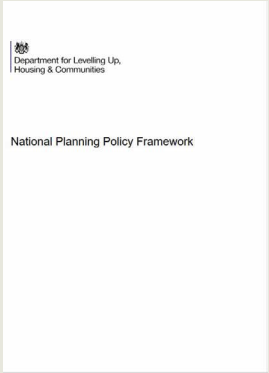
DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.

2020 Building for a Healthy Life

Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.





2019 National Design Guide

DLUHC

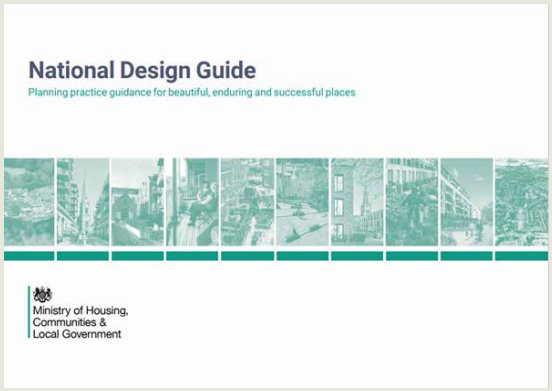
The National Design Guide (Department for Levelling Up, Housing and Communities 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2007 Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.





1.5.2 Local Policy and Guidance

The following section summarises key relevant policy and guidance documents at the local level:

2025 Kent Local Nature Recovery Strategy

Kent County Council

The Environment Act 2021 established Local Nature Recovery Strategies (LNRS), which provide opportunity for strategic approaches to nature recovery at the local level. The Kent LNRS developed by Kent County Council will be complete in 2025 and will cover Kent and Medway. The LNRS:

- Will have a spatial role in Biodiversity Net Gain (BNG)
- Is expected to play a role in Environmental Land Management Scheme (ELM) delivery
- Will help identify other nature based solutions and potentially direct funding

The LNRS will provide an evidence base for Local Planning Authorities to prepare their Local Plans and will inform these authorities about which locations are important for conserving and enhancing biodiversity.

2024 Dover District Local Plan

Dover District Council

The new Local Plan for Dover District is due to be adopted, subject to Examination, in 2024 and last up to 2040. The local plan includes strategic policies and development management policies which will guide development to ensure the strategic delivery of the vision and objectives for the area. The policies within the Local Plan will be used to determine planning applications within the District.

2021 Kent Downs National Landscape Management Plan 2021-2026

Kent County Council

The Management Plan details the aims and principles for conservation and enhancement of the Kent Downs National Landscape. The Plan does not formulate land use planning policies but provides evidence to assist in the policy and decision-making process in planning. New development proposed within the National Landscape should contribute positively to the management objectives in the plan. New development proposed adjacent or near to the Kent Downs National Landscape should contribute positively to its setting.

2020 Kent Nature Partnership Biodiversity Strategy 2020 to 2045

Kent County Council

The Kent Biodiversity Strategy was developed by the Kent Nature Partnership and details overarching goals for the 25 year period, as well as shorter term targets. These follow the main themes of terrestrial habitats, ecosystems and habitats; freshwater and intertidal ecosystems and species; marine habitats, ecosystems and species; and connecting people with the natural environment.

2015 Kingsdown Conservation Area Appraisal

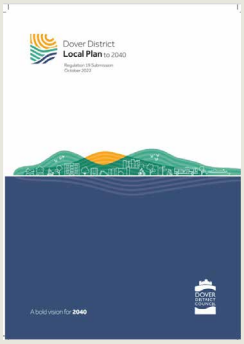
Dover District Council

The appraisal looks at the origins of the village, reviews the existing boundary of the conservation area, highlights both positive and negative aspects of its character, and makes recommendations for its future protection and enhancement.

2005 Kent Design Guide

Kent County Council

The Kent Design Guide, published in 2005 was adopted as a Supplementary Planning Document to the Local Plan in 2007 and sets out guidance for design in Kent relating to various different topics including movement, layout, parking, privacy and crime. It also features some good practice examples within Kent.







1.6 Who will use the guide?

The Design Guidance and Codes should be a valuable tool in securing context driven, high-quality development in the Ringwould with Kingsdown Neighbourhood Area. They will be used differently by different players in the planning and development process, as summarised in the table below.

A valuable way they can be used is as part of a process of co-design and involvement that seeks to understand and take account of local preferences and expectations for design quality. As such the guidance and codes can help to facilitate conversations on the various topics to help align expectations and aid understanding and in the balancing of key local issues. A design code alone will not automatically secure optimal design outcomes but should help all involved.

Potential users	How they will use the Design Code
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Codes as planning consent is sought.
Local planning authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Codes should be discussed with applicants during any pre-application discussions.
Parish council or Neighbourhood Plan group	As a guide when commenting on planning applications, ensuring that the Design Codes are complied with.
Community groups & local residents	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.
Existing homeowners	As a guide for small projects which might not require planning permission.

Table 01: User groups and how they will use the guidance.



Neighbourhood area context analysis

02

2. Neighbourhood area context analysis

This section outlines the broad physical, historical and contextual characteristics of the Neighbourhood Area.

2.1 Movement network

Road network

The main road through the parish is Dover Road (A258) which borders Ringwould. This is a 40mph road which runs between the two villages and poses safety issues due to fast moving traffic. Ringwould Road leads from Ringwould to Kingsdown and is very rural in character, of a single carriageway which is bordered by open countryside on either side.

The village of Kingsdown has a more extensive and varied road network. Upper Street forms the spine of the village, leading from the top of the village towards the seaside development. There is linear development along this road and to the north cul-de-sac and perimeter development radiating from it. To the south there are rows of development off Victoria Road. The coastal development is arranged in rows.

The older roads in the Kingsdown conservation area are narrow and without pavements. The main thoroughfares that link traffic into and out of the village have a rural character, also narrow - of a single carriageway, and without pavements. Within more recent developments there are some wider roads with pavements on one or both sides, such as the roads forming the cul-de-sacs to the north of the village centre. This is, however, not consistent across the village, for example the narrow Queensdown and Hillcrest roads which serve the 20th-21st development to the south.

Additionally, there are many unadopted private roads which have a variety of surface materials, such as gravel, and are sometimes not well maintained.

The coastline in Kingsdown, between St Margaret's and Walmer, is very unusual in having no main road along it. This absence of traffic from the coastline is an important special feature of the Kingsdown cliff and beach area.

The smaller village of Ringwould is arranged in a nucleated pattern with a small, informal road network. The older roads through the conservation area in Ringwould have a rural character, of a single lane and without pavements. Outside of the conservation area where there has been some 20th century development, the roads are wider with pavements on both sides. Overall there is a simple road network and historical settlement pattern, with limited development out from the original historic settlement and a maintained rural feel.

Parking

There is a lot of street parking along roads in both Kingsdown and Ringwould, especially where older properties do not have provision for on plot parking. Along the narrow roads such as Upper Street in Kingsdown and Front Street in Ringwould, street parking causes issues in traffic flow.

Pedestrian and cycle network

There is a good network of public rights of way through the parish, with footpaths and bridleways out into the surrounding countryside.

However these are not in good condition during the winter or bad weather and are inaccessible to some people; for example, those with reduced mobility and parents with pushchairs.

Pedestrian provision within the villages is restricted. There are some paved pedestrian routes within Ringwould in the form of a few cut-throughs in the village. In Kingsdown there is a well surfaced route along the seafront running north to Deal, which is part of the National Coastal Path and an important cycle route joining part of National Cycle route 1. With exception of this promenade link to Deal and the bridleways, cycling provision is very limited.

Public transport

There are two bus stops along Dover Road in Ringwould which include bus routes to Deal, Canterbury, Dover and Sandwich. There are five bus stops in Kingsdown along Kingsdown Road, Cliffe Road and Glenn Road. These service three bus routes which travel from Tower Hamlets to Kingsdown and St Margaret's to Deal.

However, the bus services are infrequent, limited and do not service regular train links, limiting any onward connections and therefore not adequate to serve as substitutes for car use.



Figure 02: Dover Road (A258).



Figure 03: Hard surfaced route along the seafront, part of the National Coastal Path and an important cycle route.



Figure 04: Upper Street, Kingsdown.

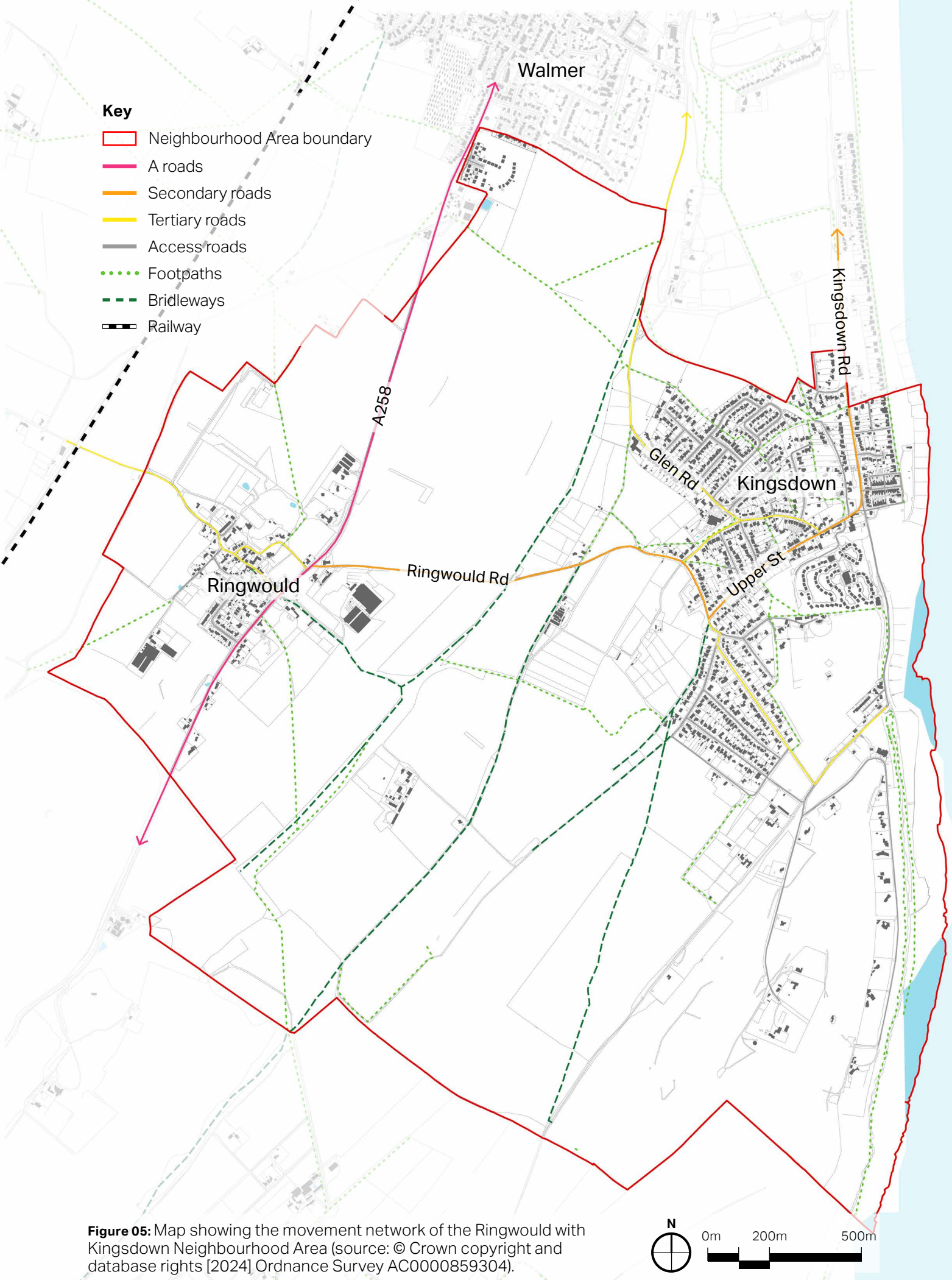


Figure 05: Map showing the movement network of the Ringwould with Kingsdown Neighbourhood Area (source: © Crown copyright and database rights [2024] Ordnance Survey AC0000859304).

2.2 Designations

There are many designations within the parish with much of the landscape and built areas having environmental and historical significance.

Conservation areas

There are two conservation areas covering parts of both of the villages in the parish. Both Ringwould and Kingsdown Conservation Areas were originally designated in 1970 with recent extensions made to the boundary of the Kingsdown Conservation Area adopted in 2016.

Scheduled Monument

There is one scheduled monument within the parish boundary consisting of two bowl barrows on Free Down. These are funerary monuments which date from the Late Neolithic period to the Late Bronze Age.

Listed buildings

There are many listed buildings in Ringwould and one within Kingsdown. In Ringwould the most notable is the Grade I listed Norman church, Church of St Nicholas, which dates to the 12th century. Grade II listed Dial House is the only listed building in Kingsdown and it sits on Upper Street, set back from the road behind a flint wall.

Kent Downs National Landscape

The southern half of the parish is covered by the Kent Downs National Landscape. This part of the Kent Downs is characterised by underlying chalk geology, revealed in the white coastal cliffs, and an open and exposed landscape with important semi-natural habitats. The dominant land use is arable agriculture. There are also extensive areas managed for recreation and nature conservation with popular coastal walks, a golf course, and chalk grassland and maritime vegetated shingle and cliff top habitats.

Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC)

There are both SSSI and a SAC designated on the Dover to Kingsdown Cliffs area, which supports many important plants and habitats including the rare hoary stock *Matthiola incanca*. The cliffs are described as "internationally important as a stratigraphic reference site for chalk cliff exposures" (Joint Nature Conservation Committee).

South Foreland Heritage coastline

This area of heritage coastline stretches from Kingsdown to Dover Harbour and is managed by the White Cliffs Countryside Partnership. The scenic landscape offers many public footpaths and waymarked trails including the Saxon Shore Way and White Cliffs Country Trail.

Ripple F3 Landscape Character Area (LCA)

The Dover District Landscape Character Assessment (LCA) categorises the area of landscape between Dover and Deal, covering parts of Kingsdown and Ringwould Neighbourhood Area as F3: Ripple. Key characteristics of this LCA are the open, gently rolling landscape; a regular pattern of long parallel valleys and chalk ridges and expansive views out over the open countryside.

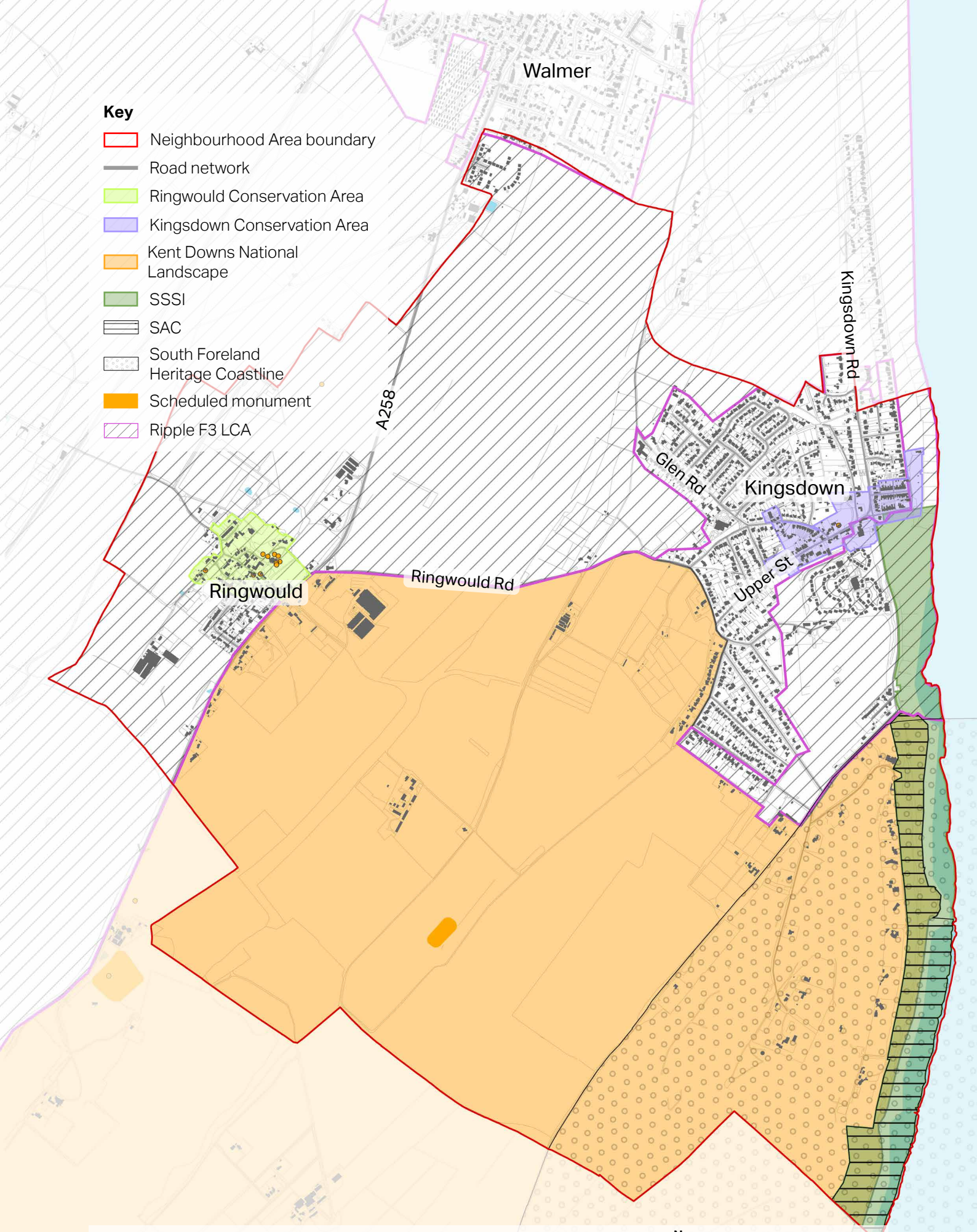


Figure 06: Map showing the designations in Ringwould with Kingsdown Neighbourhood Area (source: © Crown copyright and database rights [2024] Ordnance Survey AC0000859304).

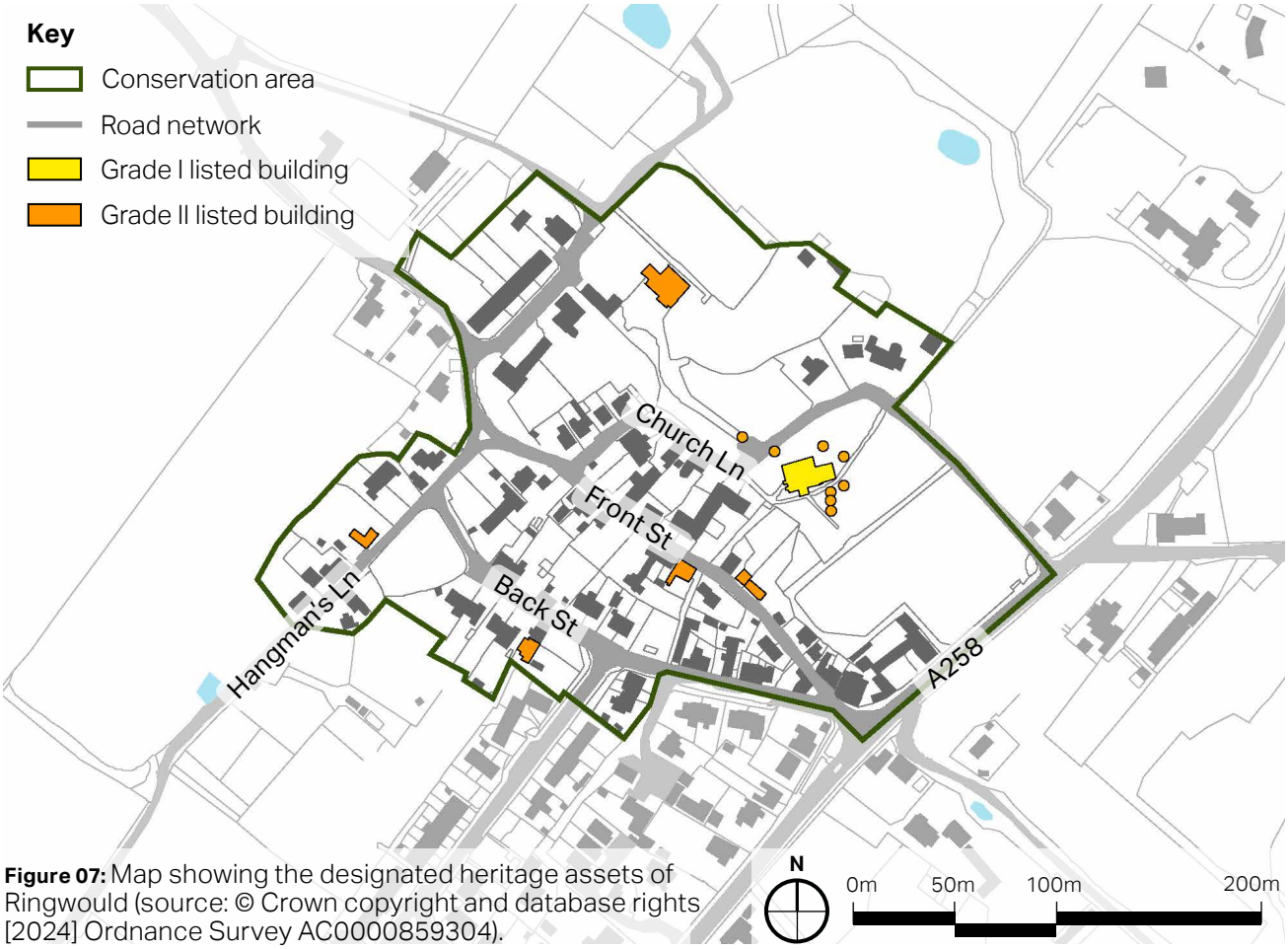


Figure 07: Map showing the designated heritage assets of Ringwould (source: © Crown copyright and database rights [2024] Ordnance Survey AC0000859304).

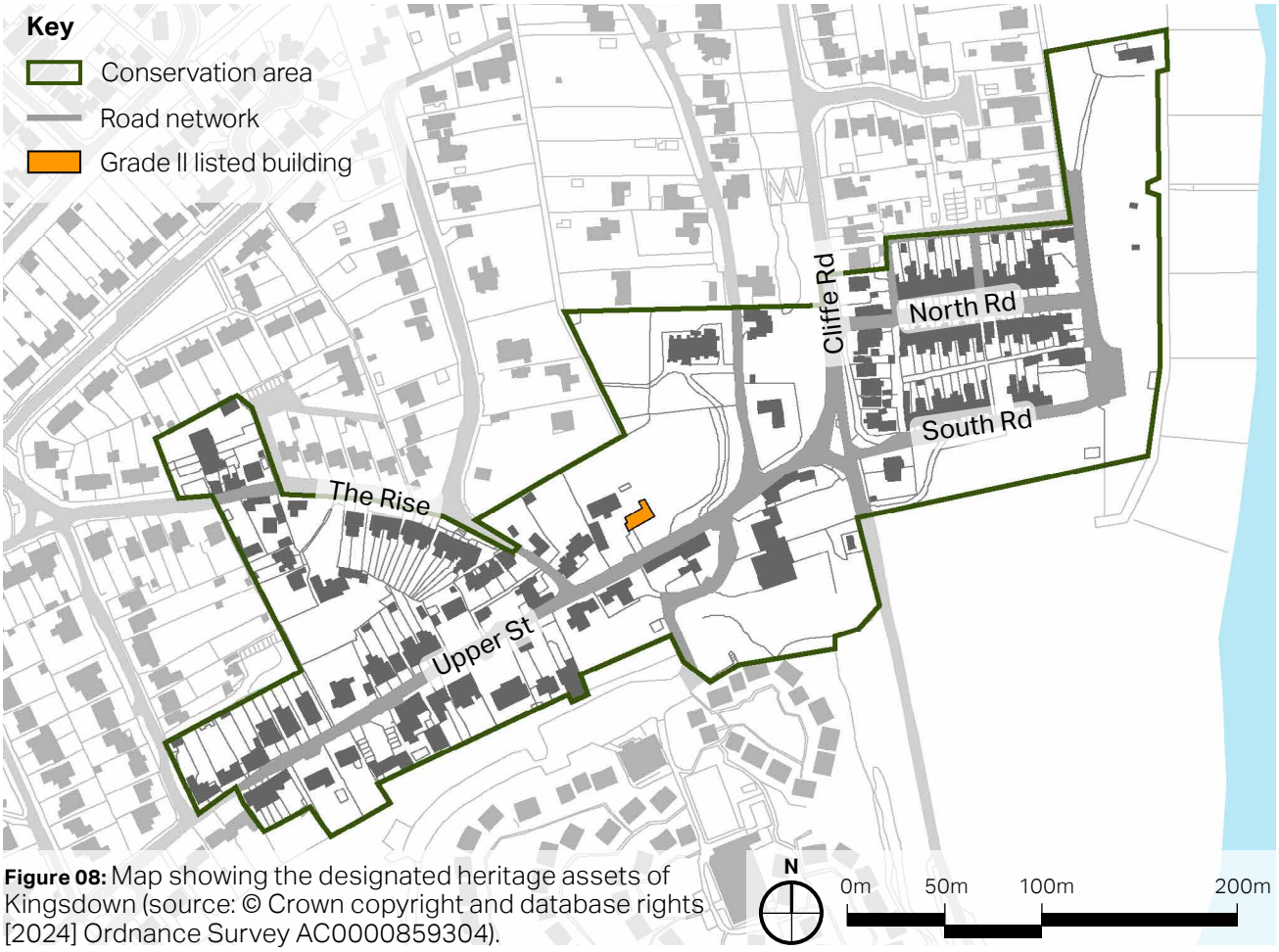


Figure 08: Map showing the designated heritage assets of Kingsdown (source: © Crown copyright and database rights [2024] Ordnance Survey AC0000859304).



Figure 09: St Nicholas's Church, Grade I listed.



Figure 10: Chain cottages, Front Street, Grade II listed.





Figure 11: Laundry Cottage, Hangman's Lane, Grade II listed.



Figure 12: The Old Bakehouse, Front Street, Grade II listed.

2.3 Landscape and valued green spaces

There are several valued green spaces in both the villages which are important to their communities. In Ringwould these include the churchyard of St Nicolas Church, the village green, the green behind Queen's Rise and the allotments off Dover Road. There are also several old trees in the village including two ancient trees in the churchyard of St Nicholas Church which are both over 1000 years old.

In Kingsdown in addition to the designated important landscape areas, green spaces include the churchyard of St John the Evangelist, woodland around the holiday park, Kingsdown Wood just west of the village and Walmer and Kingsdown golf course just south of the village. Maintaining access to both the green spaces and woodland in and around the villages is important.

The surrounding landscape of the parish is predominantly arable fields and some pasture as well as dispersed woodland. Within the Kent County Council's landscape character area assessment the parish is split into two landscape character areas. The area within the Kent Downs National Landscape is categorised as South Foreland. The remaining area is part of the East Kent Arable Belt which is characterised by open, chalk landscape and long, rural views.



Figure 13: The village green in Ringwould.



Figure 14: Church of St Nicholas churchyard, Ringwould.



Figure 15: The allotments in Ringwould (source: Ringwould with Kingsdown Parish Council http://www.ringwouldwithkingsdown-pc.gov.uk/Allotments_34765.aspx).



Figure 16: Map showing the green spaces in Ringwould (source: © Crown copyright and database rights [2024] Ordnance Survey AC0000859304).



Figure 17: Map showing the green spaces in Kingsdown (source: © Crown copyright and database rights [2024] Ordnance Survey AC0000859304).

2.4 Blue infrastructure, topography and flood risk

Blue infrastructure is a key part of the character of the area, given that the parish borders the English Channel. The topography of the area is rolling and Kingsdown has a clear topographical divide between the parts of the village at sea level and a steep rise to the rest of the village which sits on top of the cliffs. This generates dramatic views throughout the village.

There are areas of flood risk from the sea, which are constrained to the lower land. The majority of the settlement is built on the higher land and the steep topography and cliffscape protects the majority of the parish from flooding from the sea. However surface water flooding is an issue in the parish with many areas of high and medium risk from surface water flooding.

In addition there are beach and cliff erosion threats, for example through the loss of the seawall on the Rifle range, which consequently means the cliff would be at risk of erosion and Undercliffe Road at risk of flooding.



Figure 18: View down Upper Street towards the lower sea-front part of Kingsdown.



Figure 19: The beach at Kingsdown.



Figure 20: Map showing the flood risk zones and topography of the Ringwould with Kingsdown Neighbourhood Area (source: © Crown copyright and database rights [2024] Ordnance Survey AC0000859304).

2.5 Summary

Summary of positive attributes

Positive attributes in Ringwould with Kingsdown that could act as references in future development	Relevant design guidelines and codes in Chapter 4
There are a variety of different patterns of development within the Neighbourhood Area offering visual interest along the streetscape. These patterns should be respected and referenced in any future development.	**BF. 01**
In general the Neighbourhood Area is characterised by low density and low height development. It is important to retain this settlement characteristic to preserve the rural feel of the area.	**BF. 01, LA. 02**
Green spaces within the villages provide peaceful places for people to enjoy. These include the churchyards, play areas and Ringwould village green. These green spaces must be preserved and provision of more green spaces like these encouraged in any new development.	**LA. 01, LA. 03**
There are a number of landscape designations in the Neighbourhood Area such as Kent Downs National Landscape, SSSI, SAC and heritage coastline, which reflect the high quality surrounding countryside of Ringwould and Kingsdown. The important green and blue assets must be preserved and respected by any new development, including the views, setting, and access to these areas.	**LA. 01, LA. 03**
There are a number of substantial trees in both Ringwould and Kingsdown, including TPOs, which must be preserved with any new development to preserve the leafy, rural feel that these provide, as well as the environmental benefits that they provide such as biodiversity, shading and cooling.	**LA. 03**
Ringwould with Kingsdown Neighbourhood Area is home to a wealth of heritage built assets, including the listed buildings and the designated conservation areas. There are a range of examples of traditional vernacular, including Kentish features like hung tiles and styles which reflect both the agricultural and fishing heritage of the area. New or infill developments should take cues from merits of any existing local vernacular and be sensitive to the local character.	**BF. 02, BF. 03**
Eco design elements (e.g. SuDS, grey water recycling and solar panels) should continue to be promoted and houses should consider including other environmentally conscious features (e.g. ground/air source heating, insect friendly bricks etc.)	**SU. 01, SU. 02**
Electric car charging points should continue to be incorporated into the design of new or infill developments.	**AM. 01**

Summary of issues and threats

Issues and potential threats for future development in Ringwould with Kingsdown	Relevant design guidelines and codes in Chapter 4
Loss of substantial trees in Kingsdown Conservation Area, impacting on the leafy character of the area.	**LA. 03**
Unsympathetic extensions/ alterations and building new houses in back gardens. Especially in the lower conservation area, large extensions into the back gardens threatens the low density and encroaches on back garden space. In the future the scale and design of any extensions, additions and alterations need to be appropriate and sensitive to the main building and local context and avoid overlooking neighbours or dominating the streetscape. It is important to preserve the existing scale and density of the villages to avoid impacting on or changing the village character.	**BF. 01, BF. 05**
Street parking along the high street in Kingsdown in combination with the narrow road width and use by large vehicles presents problems with traffic through this area. There have been issues with vehicles damaging parts of buildings which front onto the road where it is very narrow. Future development needs to consider parking provision and impact of traffic on existing roads and must address this before any building commences.	**AM. 01, AM. 03**
Boundary walls important to the street scene - especially flint - susceptible to damage, erosion and demolition.	**BF. 03**
Developments using a bland palette of materials and monotonous design across multiple dwellings would negatively impact the local character, which incorporates a variety of architecture and materials and, therefore, should be avoided. Designs need to be sympathetic to and compliment the setting and those that build the strength of the local vernacular are encouraged. The diverse existing vernacular and palette of materials and architecture should be drawn on and contributed to with any new development.	**BF. 03, BF. 04**
Future development in the parish should seek to further develop active travel infrastructure (e.g. cycling and PRoW network) and public transport links that are currently limited. Maintain the current network of footpaths and cycle routes and add to these.	**AM. 02**
Given that the Neighbourhood Area is rural in nature car use is high, therefore electric car charging points should be incorporated into the design of new or infill developments.	**SU. 04**



Character areas study

03

3. Character areas study

This section presents a detailed study of several focus areas that highlight what makes these areas distinctive. These attributes can inform infill development in these areas and can serve as lessons (good and bad) or inspiration for future developments, particularly with regards to the historic core.

3.1 Character areas

The adjacent map illustrates the overarching landscape and settlement character areas of Ringwould with Kingsdown Neighbourhood Area as defined in this study based on analysis of topography and landforms, land use/land cover and built development.

Ringwould with Kingsdown Neighbourhood Area has been split into 13 distinct character areas. Within this the conservation area in Kingsdown is split into 3 separate character areas, reflecting the distinction of these areas made in the conservation area appraisal. The descriptions and analysis of the conservation areas here provide a concise overview and a more detailed and thorough analysis, as well as recommendations for future protection and enhancement can be found in the conservation area appraisal. This should be referred to for any development relating to or affecting these areas.

It must be noted that the full extent of green spaces and views are identified in the Neighbourhood Plan.

01 Character Area 1: Ringwould Conservation Area

02 Character Area 2: Ringwould Modern Residential

03 Character Area 3: Kingsdown 20th-21st Century Cul-de-Sacs

04 Character Area 4: Kingsdown Mixed Residential

05 Character Area 5: Beachfront Development

06 Character Area 6: Kingsdown Lower Conservation Area

07 Character Area 7: Kingsdown Middle Conservation Area

08 Character Area 8: Kingsdown Upper Conservation Area

09 Character Area 9: Kingsdown Holiday Homes

10 Character Area 10: South Kingsdown

11 Character Area 11: The Leas Residential Development

12 Character Area 12: Countryside

13 Character Area 13: Oldstairs Road

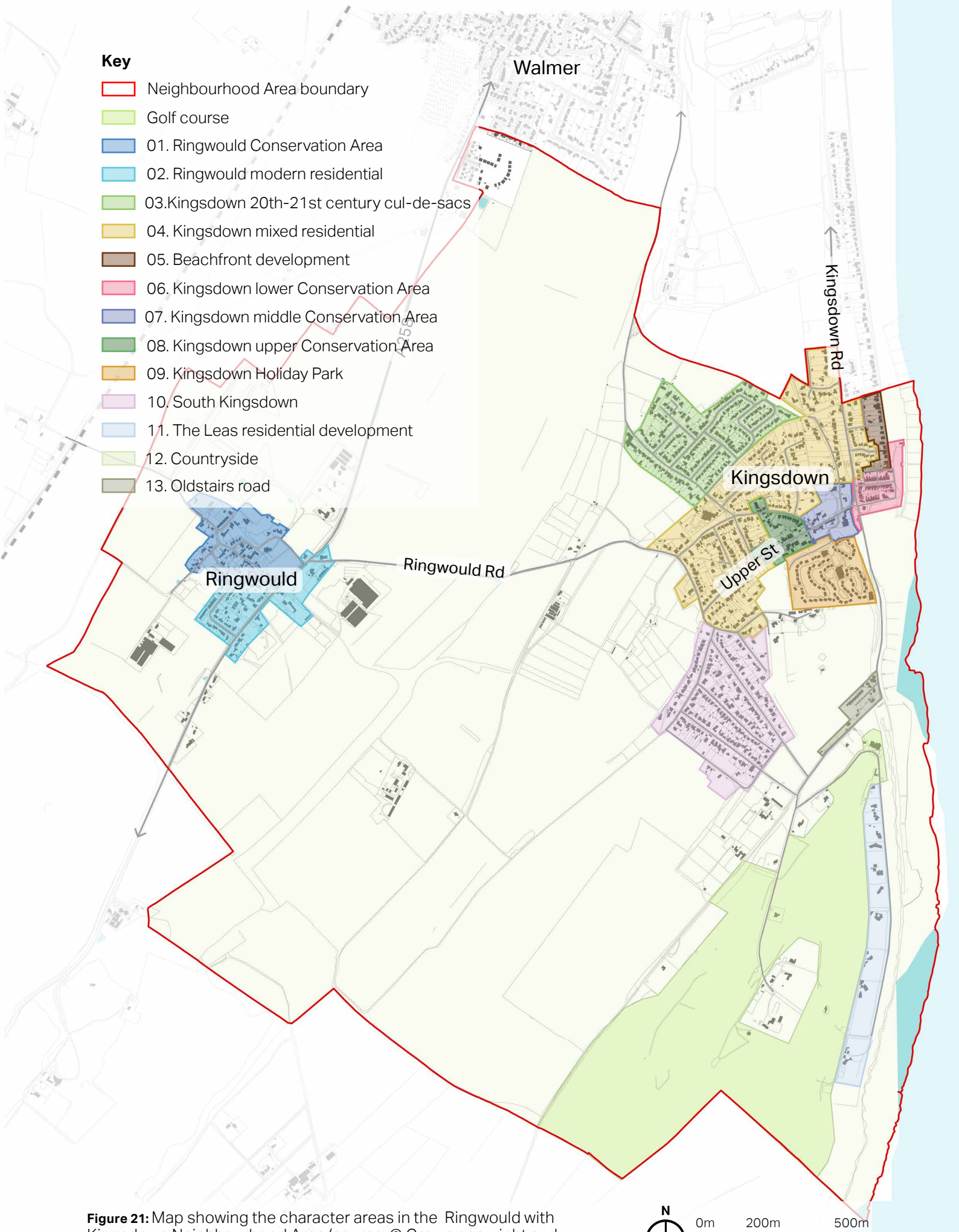


Figure 21: Map showing the character areas in the Ringwould with Kingsdown Neighbourhood Area (source: © Crown copyright and database rights [2024] Ordnance Survey AC0000859304).

01 Character Area 1: Ringwould Conservation Area

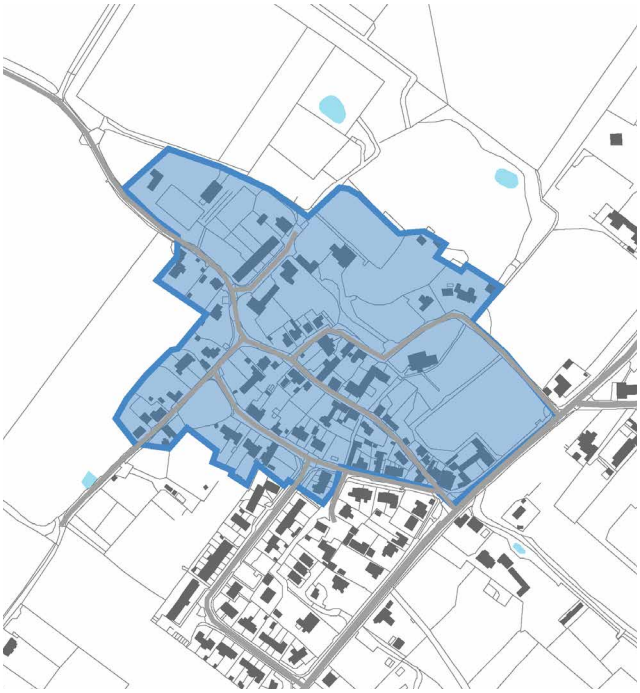


Figure 22: Ringwould conservation area.

Building typologies, materials and design

Building typologies include predominantly semi-detached and detached properties with a few short terraces of three houses. There is a rich palette of building style and material, including traditional Kentish features such as Kentish peg tiles and cottage building style.

There are 14 listed buildings and structures including the Grade I listed St Nicholas Church.

Density, scale and massing

Density is relatively low in Ringwould Conservation Area with frequent building gaps and an overall rural character. Building scale varies, though heights are restricted to one- or two- storeys. There are some larger detached houses on more generous sized plots towards the edges of the village. Smaller plots and houses are found in the centre of the village.



Figure 23: Old flint wall in Ringwould.



Figure 24: Building in Ringwould with traditional Kentish peg tiles.



Figure 25: Small, low house in Ringwould with black weatherboarding and brick.

Building line and boundary treatment

There is a nucleated and informal development pattern with varying plot sizes and building lines. Some properties front directly onto the road with no set-back and others are set on large plots with generous front gardens.

Boundary treatments include hedges, vegetation, traditional flint walls and brick walls.

Movement and parking

Roads through the conservation area are narrow and rural in nature with no road markings. These roads are, therefore, appropriate for use by local traffic with restricted access for wide and heavy vehicles due to the road width. There is on plot and on street parking, though the urban grain is tight and there is limited space for car parking.

Green spaces and views

There are two public green spaces within the conservation area: the village green between Back Street and Hangman's Lane and the churchyard of St Nicholas Church.



Figure 26: House with dormer windows with decorative tiling, a timber porch, muted white render and neat hedge boundary treatments.



Figure 27: The green in Ringwould.



Figure 28: Church Lane bordered on the right by the churchyard of St Nicholas Church.

02 Character Area 2: Ringwould Modern Residential



Figure 29: Ringwould modern residential character area.

Building typologies, materials and design

Building typologies include predominantly terraced houses of two storeys with one row of three storeys. Development is from the late 20th century and was primarily through provision of social housing.

The material and colour palette, as well as the building design, are much more limited than in the conservation area. Building walls are brick, mostly in gault colour with some red brick. Roofs are mostly pitched with a couple of hipped roof and use clay tiles.

Density, scale and massing

Density is higher in this area than in the conservation are due to the increased number of terraces. However the urban grain is less tight with wider roads and pavements.

Building line and boundary treatment

There is a consistent building line with buildings set back from the road and small front gardens. Plots are more regularly arranged than in the conservation area and all are relatively similar in size.

Good examples of boundary treatments in this area include the use of hedges. There are also materials of poor design quality such as chain link fencing, wire and high fences without gaps which generally should be avoided in a rural village like Ringwould. There is also a lack of individual bin stores.

Movement and parking

There is one road through this area, Queen's Rise, which is a perimeter road linking to Dover Road and to Back Street in the village. Car parking is a mixture of on plot and street parking.

Green spaces and views

There are two children's play areas on either side of Queen's Rise with play equipment as well as a large green space to the back of properties along this road.



Figure 30: Green space overlooked by properties on Queen's Rise.



Figure 31: Terraces on Queen's Rise.

03 Character Area 3: Kingsdown 20th-21st Century Cul-de-Sacs



Figure 32: Kingsdown 20-21st century cul-de-sacs.

Building typologies, materials and design

Building typologies are primarily detached with many bungalows. Materials and design are typical to the development period with buildings in brick, either red or gault and some facades rendered in white or off-white.

Density, scale and massing

Due to the number of bungalows density is quite low, though there are few open spaces in the area. Overall building height is low and building massing is modest in dimensions.

Building line and boundary treatment

Buildings all have front gardens with a generally consistent building line set back. There are a range of boundary treatments which include brick walls, hedges, planting and rendered walls. Hard boundaries such as walls and fences are generally low which defines the private and public realm whilst also maintaining natural surveillance over the street.

Movement and parking

Road pattern in this area is relatively formal, made up of a grid-like structure. All settlement roads branch off Glen Road which links to the centre of Kingsdown south by The Rise and connects north to the neighbouring town of Walmer.

All plots have on-plot parking, either to the side or at the front of properties.

Green spaces and views

There are no public green spaces in this area. There are panoramic, long distance views over surrounding open countryside at the northern end of Glen Road in the character area.



Figure 33: Detached bungalow on Balmoral Road.



Figure 34: Large semi-detached house on Osborne Road.

04 Character Area 4: Kingsdown Mixed Residential



Figure 35: Kingsdown mixed residential character area.

Building typologies, materials and design

This is the largest character area in Kingsdown and has a large variety of building styles and materials. Building typologies are either semi-detached or detached. Development is piecemeal with small clusters of similar designs developed at the same time, as well as individual properties which have been developed organically. Primarily development in this area is from the late 19th to early 20th century.

A common building style seen in this area are seaside villa style houses with decorative timber frame and balcony features. There are also a variety of other building materials encompassing brick in varying shades, render in white, off-white and pastel colours and in both smooth and pebbledashed finishes, tiling and some exposed timber framing. Roofs are pitched or hipped, and in clay and slate tiles.

Density, scale and massing

Density varies in the area, though overall a relatively low density is seen with frequent building gaps. Density tends to be lower towards the edges of the area where the built environment transitions to the countryside. Building heights are generally constrained to one to two storeys, though there are several buildings of three storeys. Scale is also generally modest with a few exceptions such as some larger buildings and plots on Church Cliffe.

Building line and boundary treatment

Buildings have front gardens, a set back building line and usually some form of boundary treatment. The size of front gardens vary with some generous sizes where buildings are set far back from the road.

Movement and parking

Connecting roads through the area include Ringwould Road, which connects the village to the A258 and Glen Road/ Liverpool Road, a single track route which connects to Walmer. These roads are narrow, windy and poorly lit. There are some unadopted roads within this character area, such as St James Road. Most houses have on-plot parking, though several in The Rise do not, which leads to obstructive on-street parking. This is particularly problematic in this area given its proximity to the school and resultant school traffic along the road.

Green spaces and views

There is a small open green space on King's Close. Large gardens and trees create a green feel in the area.



Figure 36: Detached house on Church Cliffe.

05 Character Area 5: Beachfront Development



Figure 37: Beachfront development character area.

Building typologies, materials and design

Building typologies are detached and semi-detached. Design and materials vary, houses along Wellington Parade especially have higher levels of detail including balconies, roof ridge and edge detailing, decorative tiling, pitch dormers, bay windows etc. Roofs are mainly pitched and mostly use clay tiles, with some slate tiles. White weatherboarding is seen, often used on just parts of the building facade.

Density, scale and massing

Buildings are predominantly two-storeys in height. Density is low compared to the conservation area part of the beachfront development and plots are larger in this area. This is an essential part of the area's character and should be retained.

Building line and boundary treatment

Building line varies, with small to medium sized front gardens seen across the character area and an informal development pattern. Buildings front onto the Coastal path with car access from the informal rear access road, leading to back gardens. This arrangement of development with a rear access road, back gardens and then properties looking out onto the beach is an important part of the character of the area to be retained. Boundary treatment uses fencing, hedges and low walls.

Movement and parking

Apart from Cliffe Road, roads in the character area are informal, gravel roads and solely access roads for the properties. Wellington Parade becomes a hard surfaced pedestrian and cycling route, part of the National Coastal Path, overlooked by the linear development of houses.

Green spaces and views

Within the character area there are no public green spaces, though the area faces onto the beach, a key natural space of the Neighbourhood Area.



Figure 38: Row of detached houses along Wellington Parade.



Figure 39: Row of detached houses along Wellington Parade.

06 Character Area 6: Kingsdown Lower Conservation Area



Figure 40: Kingsdown lower conservation area.

Building typologies, materials and design

Composed of buildings mainly from the mid 19th century built for the local fishermen. The predominant buildings are terraced and uniform in style. Constructed in brick and rendered and painted in various colours, usually muted/ pastel. All have small porches and small front gardens. Roofs are pitched and in slate or clay tiles.

There have been some out of character modern extensions made to buildings, including a large balcony extension to one of the cottages.

The Zetland Arms pub stands out on the otherwise largely undeveloped seafront. It is a detached building, rendered in white with a concrete tiled pitched roof.

Density, scale and massing

The developed North and South Roads are formal spaces with relatively high density due to the terraces and small to no building gaps. However in general the rest of the area is informal and undeveloped with large and expansive open areas. The original scale of the fisherman cottages is very uniform, all small terraces of two storeys. New developments at the end of the roads as well as extensions to the cottages have increased scale. Sometimes extensions to the backs of the cottages are out of proportion to the main building, and has led to the backs of properties feeling cramped.

Building line and boundary treatment

There is a continuous building line and formal development pattern. Boundary treatments are predominantly small, wooden picket fences.

Movement and parking

Roads are informal, gravel access roads. Parking is not provided for many houses on-plot. This area tends to be very busy with cars during the summer months due to its proximity to the beach.

Green spaces and views

Public spaces include the beach and coast footpath. There is also the Site of Special Scientific Interest (SSSI) to the south of South Road and the Local Wildlife Site (LWS) which covers the beach stretch to the east. There are small amounts of greenery through informal self-sown flowers with shrub planting along the footpath and vegetated single. There are striking views of the sea and white cliffs from both South Road and North Road and views out to sea extends to France on a clear day.



Figure 41: Terraced, fisherman cottages, North Road.



Figure 42: Zetland Arms Pub on the beach.

07 Character Area 7: Kingsdown Middle Conservation Area



Figure 43: Kingsdown middle conservation area.

The middle section of the conservation area covers the lower part of Upper Street.

Building typologies, materials and design

Plots are larger than in the upper area and houses are predominantly detached. Dial House, the only Grade II listed building in Kingsdown is in this area. It is an early 18th century building of flint with red brick dressings.

St John's Church is also in this area and was built in 1850 with money donated by William Curling. It is constructed from stone, with a slate roof.

Building materials include red brick and flint, with a number of properties rendered in white. Roofs are in either clay or grey slate tiles. There is some timber weather boarding and farm style designs which reflect the farming origins of the village.

There is a 21st century development which could be more sensitive to the local context with a colour palette more suited to the rural village and a design and scale more sensitive to surrounding buildings.

Density, scale and massing

The road opens up in comparison to the upper section. There is still tight enclosure generated in places by short setbacks and the dominant presence of the flint and brick wall which runs down one side of Upper Street.

Building line and boundary treatment

Building line varies in this area, with some buildings fronting onto the road and others with a more generous set-back. Boundary treatments are predominantly flint walls, which are very characteristic of this area. There are also substantial trees and vegetation around St John's Church and Kingsdown House which serve as soft boundary treatments and give the area a more rural and leafy feel.

Movement and parking

There are no pavements and traffic poses several problems with cars parked on the road side. Roads are narrow and there have been issues with vehicles getting stuck or damaging property. This road is also part of the bus route and used by school traffic.

Green spaces and views

There are two adjoined green space in this area provided by the churchyard of St John's Church and the informal green space with mature trees and informal woodland planting and low light footpath leading up to the churchyard. The churchyard provides a great space for biodiversity with wildflowers as well as a peaceful place for people to enjoy. The area sits on higher ground with a dramatic topography change down towards the seaside. The tight enclosure limits long distance views, but there is a view from Upper Street of the fisherman cottages on South Road and the sea beyond.



Figure 44: St John's Church and churchyard.



Figure 45: The Clock Tower, Bell Tower and Old Kingsdown House at the southern end of Upper Street.



Figure 46: View towards fisherman cottages on South Road and the sea from Upper Street.



Figure 47: Buildings fronting onto The Rise, a narrow road adjoining Upper Street.



Figure 48: High flint and brick boundary wall on Upper Street.



Figure 49: Weatherboarding, flint and brick outbuilding, reflecting agricultural heritage of Kingsdown.

08 Character Area 8: Kingsdown Upper Conservation Area



Figure 50: Kingsdown upper conservation area.

This part of the conservation area developed from the early 17th century to early 20th century.

Building typologies, materials and design

Buildings are one-and-a-half to two storeys in height, primarily terraced, but with some semi-detached and detached properties. There is a mixture of construction materials used, mainly brick which is often rendered and painted, sometimes pebble dashed. Render colours are usually muted/ pastel colours, reflecting a typical seaside colour palette.

Design varies, though there are some common features. These include bay windows which are seen both in the residential properties and the couple of shop fronts. All buildings have pitched roofs and there is a fairly continuous roofline, punctuated by brick chimney stacks.

Density, scale and massing

Density is relatively high with small building gaps and tight enclosure generated by the narrow road and short setbacks of the buildings on either side. The scale of buildings is quite uniform.

Building line and boundary treatment

The building line is consistent, set back a short distance from the road with small front gardens. Boundary treatment includes low walls of brick and flint, hedges and planting.

Movement and parking

This is the 'high street' of the village thus there is a high amount of traffic through the area. There are also parking issues with a lot of street parking which can obstruct the narrow road and create traffic flow problems. There is also no pavement which means pedestrian movement through the area is difficult and potentially dangerous with the traffic and obstructed sightlines due to parked cars.

Green spaces and views

There are no green spaces within the area, so front and rear gardens provide important private green spaces instead which should be retained (and not turned into car parking). Views are limited by the high enclosure of the area and small building gaps.



Figure 51: Houses along Upper Street with small building gaps, use of bay windows, brick and render and a consistent building line with small front gardens.



Figure 52: View down narrow Upper Street with short building set backs on either creating high enclosure.



Figure 54: The Kings Head pub on Upper Street.



Figure 53: Local village shop on Upper Street, part of a small collection of amenities in this area.



Figure 55: Terraced buildings in coloured render and with low boundary walls.

09 Character Area 9: Kingsdown Holiday Park

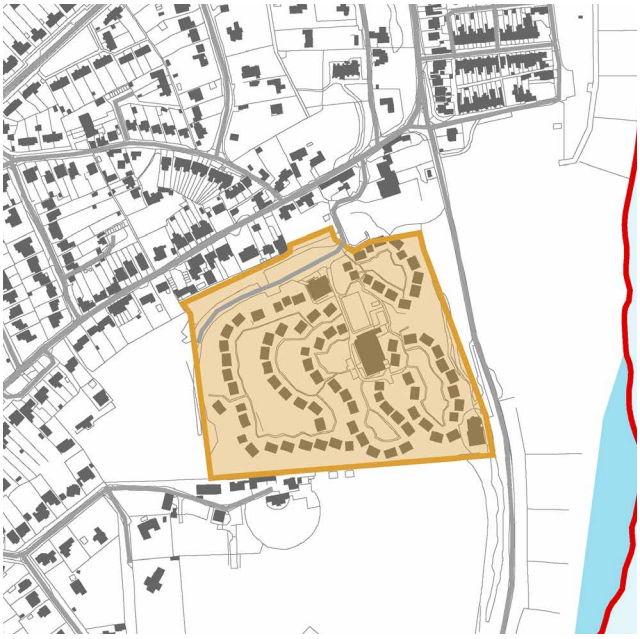


Figure 56: Kingsdown Holiday Park

Building typologies, materials and design

Kingsdown Holiday Park is comprised of semi-detached chalets of red timber cladding with manufactured grey slate roof. These all have the same style with triangular forms.

Density, scale and massing

All the chalets are one-and-a-half storeys in height with the main rooms on the ground floor and a room in the roof. They are low height, mostly screened by trees and located away from the main village area, accessed by a private road into the park. Chalets are arranged around green spaces.

Building line and boundary treatment

There are no formal roads, building line or boundary treatment in the holiday park.

Movement and parking

Kingsdown Holiday Park is located off Upper Street with parking provided on site for visitors staying there.

Green spaces and views

Chalets are arranged around large areas of green space, though the holiday park is private so these green spaces are not publicly accessible. The park is situated on the top of the cliff overlooking the beach and sea affording long distance views. There are also some glimpsed views of the holiday park within the treescape from the beach below.



Figure 57: Glimpsed view of Kingsdown Holiday Park from the beach.



Figure 58: The bird's eye view of the character area.

10 Character Area 10: South Kingsdown

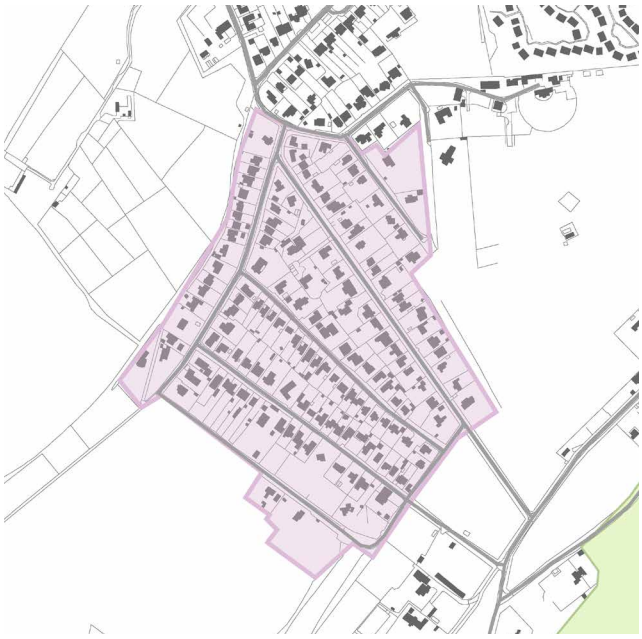


Figure 59: South Kingsdown character area.

Building typologies, materials and design

The main building typology in this area is bungalows. The majority of houses are detached with a few semi-detached. Bungalows use a variety of design details and materials, including red brick, clay pantiles and manufactured clay tiles, render and white uPVC panels. Two storey buildings in this area are more individual in design with the use of brick, render, timber framing, clay and slate tiles.

Density, scale and massing

Density is fairly low, scale is small and massing is fairly consistent throughout the area with a dominance of detached bungalows of similar size and form.

Building line and boundary treatment

Hedgerow boundaries dominant with additional low walls and fencing. There is a set back building line and all houses have front gardens. There is some variation in building line - buildings along the north side of Victoria Road have larger front gardens.

Movement and parking

The roads through the area are narrow and informal with no road markings. There are no real onward connections from this area, with exception of the connection to The Leas, so traffic is generally low. Parking is provided on plot for all houses.

Green spaces

There are no green spaces in the area, but the abundance of trees, planting and the green front gardens give the area a leafy feel. There are some long distance views south-east to The Leas where the treescape is less prominent.



Figure 60: Detached bungalow on Queensdown Road.



Figure 61: Semi-detached house on Queensdown Road.

11 Character Area 11: The Leas Residential Development



Figure 62: The Leas residential development character area.

Building typologies, materials and design

All houses are detached and mostly two storeys. Materials and design are very varied and include modern, unique designs.

Density, scale and massing

Houses are large in scale, though restrained to two storeys in height, respecting the open landscape setting. Plots are also large, with low density and large building gaps.

Building line and boundary treatment

Building line varies, all buildings have front gardens. Linear development with predominantly natural boundary treatments such as hedges and planting. There are also some low picket fences and walls. Enclosure is very low and buildings look out onto open cliff top landscape opposite.

Movement and parking

Development is set along an informal, dead-end access road which leads from the golf course. All houses have generous space for on-plot parking. The Saxon Shore Way runs parallel to the Leas which is a long distance walking route from Deal, through Kingsdown south to St Margaret's.

Green spaces and views

The Leas is set within the Kent Downs National Landscape and buildings look out onto a stretch of the South Foreland Heritage Coastline. This is an open and green area with many important habitats and adjoining SSSI and SAC. There are extensive long distance views.



Figure 63: Contemporary house design along The Leas.



Figure 64: The Leas with houses on one side and open cliff-top landscape on the other.

12 Character Area 12: Countryside

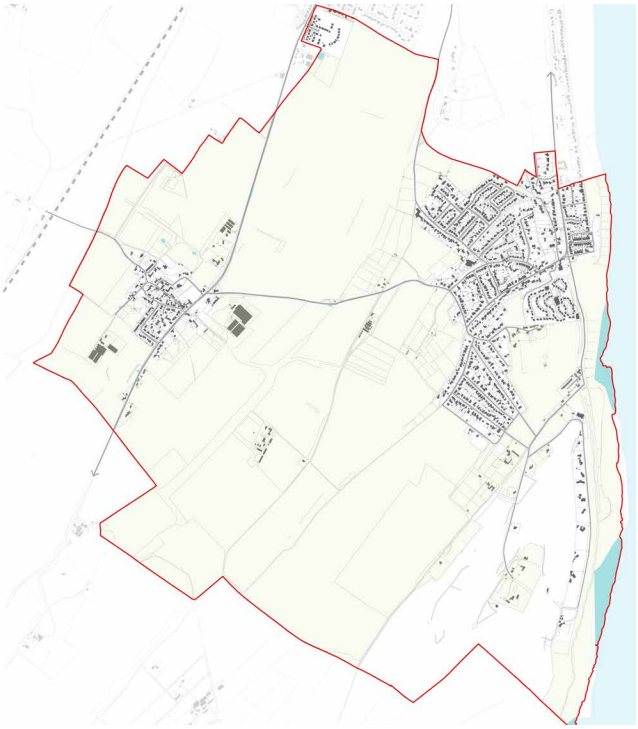


Figure 65: Countryside character area which surrounds the main settlement areas of the Neighbourhood Area.

Building typologies, materials and design

Building typologies are either isolated houses or farmsteads and use a variety of materials and design, mostly drawing on traditional Kent materials and typical agricultural styles. Agricultural buildings include large barns and sheds for livestock. Some of these are in poor repair or derelict and have a negative visual impact on the surrounding landscape.

Density, scale and massing

Dwellings/ homes are dispersed and low density. Building heights are low, constrained to two storeys. Low heights are important for buildings to sit well in the open countryside.

Building line and boundary treatment

Buildings are set back from the road with natural boundary treatments comprised of shrubs and hedgerows.

Movement and parking

Roads are informal and rural in character. There are a multitude of pathways including footpaths and bridleways. Parking is provided on plot.

Green spaces and views

The landscape character of the Neighbourhood Area is split into the Kent Downs National Landscape and Ripple F3 LCA: Ripple Open Arable Chalk Farmland with Woodland area, as characterised in the Dover District Landscape Character Assessment. Characteristics of both these landscapes include open, undulating arable farmland with underlying chalk geology and long parallel valleys set out in a regular pattern.

There are extensive, panoramic views from the higher areas of land in both landscape character areas over open countryside, and therefore both areas need to be protected from development. Further details can be found in the Landscape Character Assessment: https://www.doverdistrictlocalplan.co.uk/examination-home/submission-documents/submission-documents.



Figure 66: Open landscape surrounding the villages.

13 Character Area 13: Oldstairs Road

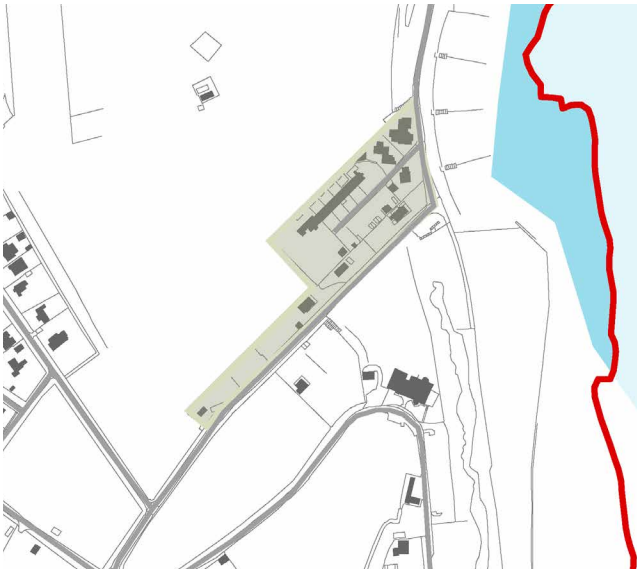


Figure 68: Oldstairs Road character area.

The character area covers a small area of development along Oldstairs Road and Undercliffe Road.

Building typologies, materials and design

Building typologies vary in this area with a few detached houses informally arranged on generous plots and a row of Victorian terraces. The terraces use brick, with two rendered in white and have a continuous, pitched slate roof, punctuated with chimneys. These have consistent facade design with symmetrical, white framed sash windows and pitched roof porches on every other house. A few houses have front extensions.

The detached houses are very individual in style and use red brick, gault brick, render and white and coloured panelling. Balconies are a common detail in the design.

Density, scale and massing

There are large building gaps and overall low density. Building heights are restrained to two storeys.

Building line and boundary treatment

Detached houses are informally arranged with a varied building line, though all have front gardens. Building line varies, all buildings have front gardens. The terraces have a continuous building line set back from the road with front gardens. There is a long stretch of closed panelled fencing along Oldstairs Road, which detracts from the character of the area. Flint walls are seen at the end of Oldstairs Road and along Undercliffe Road opposite the beach. Green boundary treatments are also used, often in combination with low flint or brick walls.

Movement and parking

There is on-plot parking for the houses in this area, whilst also on-street parking on Undercliffe Road. The road follows the coastline north where it becomes Cliffe Road at the junction with Upper Street and South Road. As an access road to the beach this route can be very busy in the summer months.

The Saxon Shore Way runs along Undercliffe Road to the footpath which climbs up to the clifftops at the junction of Undercliffe Road and Oldstairs Road. Additionally Oldstairs Road and Undercliffe Road are part of the National Cycle route 1 which starts in Dover and runs along the coast through Kingsdown to Deal.

Green spaces and views

The area abuts the Kent Downs National Landscape to the south and there are views of the dramatic white cliffs from the bottom of Oldstairs Road. There are also long distance views eastwards over the coastline and north from Undercliffe Road, to the lower part of Kingsdown Conservation Area which juts out from behind the cliffs.



Design guidance and codes

04

4. Design guidance and codes

This chapter first sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions. The following section then sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties in the Neighbourhood Area. Where possible, local images are used to exemplify the design guidance and codes. These should be read in conjunction with the character area analysis set out in Chapter 3

4.1 Checklist

This checklist provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under "General design guidelines for new development." Following these ideas and principles, a number of questions are listed for more specific topics.



Figure 69: View up Front Street, Ringwould.



Figure 70: Path to the beach, Kingsdown.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlements in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.
- Ensure proposals are landscape-led and the village character is embedded in any new development to 'root' development within the village-scape.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?

3 (continued)

Local green spaces, views & character:

- How does the proposal affect the trees on or adjacent to the site? It is very important to retain and enhance the existing trees and hedges.
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquility of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?

3 (continued)

Local green spaces, views & character:

- Will any communal amenity space be created? If so, how will this be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity, either on site or within the parish as a priority?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the street-scape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher-than-average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives. Has the use of plastic been avoided where possible?
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

4.2 Design guidelines and codes introduction

The design guidelines and codes listed are organised under four principles that are particularly relevant to Ringwould with Kingsdown Neighbourhood Area. They have been generated based on discussions with members of the Neighbourhood Plan Steering Group, the site visit, the context analysis and character area analysis included respectively in Chapters 2 and 3 of this report, and on good practice relevant to the Neighbourhood Area. Some of these are more general and could be used as design guidance within the Neighbourhood Plan. Other elements that are more prescriptive or set out parameters could form design codes. This section also describes how guidelines and codes may be applied differently in the Parishes' respective character areas identified in the previous chapter.

The guidelines and codes developed in this part focus on residential developments. New housing development should not be viewed in isolation; rather, considerations of design and layout must be informed by the wider context. The local pattern of roads and spaces, building traditions, materials, and the natural environment should all help to determine the character and identity of a development. It is important with any proposal that full account is taken of the local context and that the new design embodies the 'sense of place'.

Reference to context means using what is around, shown in Chapter 2, as inspiration and influence. Sensitivity to the context should by no means restrict architectural innovation; in fact, the solution could be a contemporary design that is in harmony with the surroundings. Proposals should also take account of their respective character area and seek to enhance and reflect its existing features.

The main themes to be mentioned are summarised hereafter:

AM **Access and movement**

BF **Built form**

LA **Landscape**

SU **Sustainability**

4.3 Structure of the design codes

The following design codes have been created to apply to Ringwould with Kingsdown Neighbourhood Area. The table on this page identifies when each of the codes should be used.

The character area numbers, as used in Chapter 3, are listed to the side of each code. Each number is listed in colour where the code is relevant to the character area and where the code is not relevant to a character area the number is greyed out.

Code	Prefix	When to use the code
Access and movement	**AM.01**	**Car parking** - code to be applied when designing how vehicle parking will be provided within future housing developments and in strategies to help reduce the existing burden on areas of the villages where parking is restricted and causes congestion.
	AM.02	**People friendly streets** - code to be applied when designing pedestrian and cycling connections and how cycle parking will be provided within future housing developments.
	AM.03	**Traffic calming measures** - code to be applied when designing to reduce speed of vehicles through the Neighbourhood Area.
Built form	**BF.01**	**Settlement pattern, building line and enclosure** - code to be applied when determining the site layout and placement of buildings along the street.
	BF.02	**Density, massing and scale** - code to be applied when determining appropriate density levels, scale and massing of buildings.
	BF.03	**Respecting heritage** - code to be applied when a development is close to heritage assets in the Neighbourhood Area.
	BF.04	**Architectural style and materials** - code to be applied when determining the material and detailing palette to be used for buildings and boundary treatments in a development.
	BF.05	**Infill development** - code to be applied when designing infill developments.
	BF.06	**Extensions** - code to be applied when designing extensions/ alterations to existing buildings.
Landscape	**LA.01**	**Biodiversity and landscape setting** - code to be applied when designing green corridors and determining solutions to enhance biodiversity.
	LA.02	**Front and back gardens** - code to be applied when determining appropriate front and back garden size and design in development.
	LA.03	**Preserving trees and views** - code to be applied when retaining or designing green spaces, when designing or modifying a site with trees and/or where a development could impact the Neighbourhood Area's physical context.
Sustainability	**SU.01**	**New and retrofit eco-housing** - code to be applied when designing or retrofitting buildings for energy efficiency.
	SU.02	**Water capture and recycling** - code to be applied when incorporating water capture and recycling systems.
	SU.03	**Flood mitigation measures** - code to be applied when determining the type of sustainable drainage features.
	SU.04	**Dark skies** - code to be applied when determining the need for, and type of lighting features.
	SU.05	**Electric vehicle charging points** - code to be applied when designing electric vehicle charging points into both private properties and the public realm.

ACCESS AND MOVEMENT

AM.01 Car parking

Ringwould and Kingsdown are rural settlements and therefore there is a higher reliance on cars and parking areas are a necessity. However, they should not be unsightly or dominate views of the street scene or development. Parking provision should be undertaken as an exercise of placemaking.

- The dominant car parking typology found in Ringwould with Kingsdown is on-plot parking which should be the main parking typology used in any new development. However when needed residential car parking can also use courtyard parking and can be complemented by on-street parking to accommodate visitor parking and provide space for delivery vehicles.
- New development must incorporate electric vehicle charging points (EVCP) for both visitor as well as private parking. Developers must carefully consider the siting of charging posts and associated infrastructure such as cabling and electricity supply.
- Pedestrian routes to/from the parking space must be considered to ensure parking connects to adjoining footpaths.
- Car parking design must be combined with landscaping to minimise the presence of vehicles.
- Provision of car parking within new developments must comply with Kent Vehicle Parking Standards (found here: https://localplan.maidstone.gov.uk/home/further-guidance).

On-plot side or front parking

- Parking provided on driveways directly in front of dwellings should use vegetations and hedgerow to screen vehicles and front gardens should be a minimum depth of 6m to allow movement around parked vehicles.
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene.
- For on-plot side parking the set back distance between the driveway and the pavement combined with the width of the pavement should be kept to dimensions small enough to ensure cars cannot be parked in this space and a maximum of 0.5m set-back with a pavement of 2m is recommended. An alternative solution which can also be applied is to have larger set-backs with marked parking restrictions on the road.
- Driveways must be constructed from porous materials to minimise surface water run-off and help mitigate potential flooding.
- Electric vehicle charging points must be incorporated into all on-plot parking in new developments to promote more sustainable modes of transport.

ACCESS AND MOVEMENT

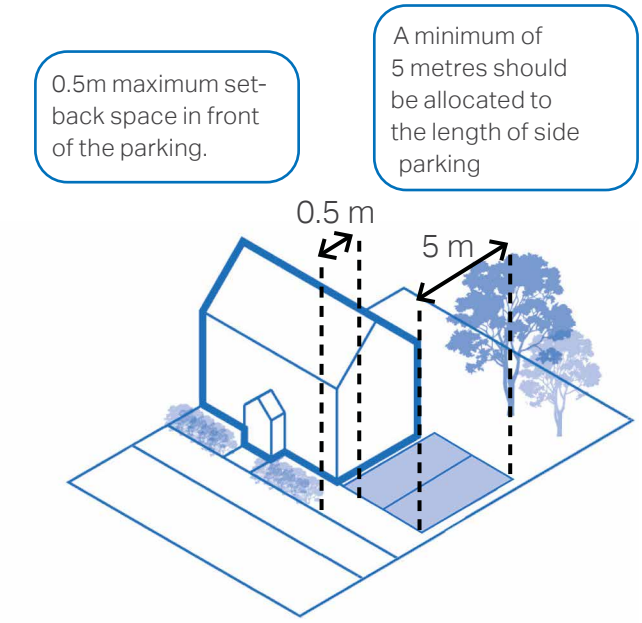


Figure 71: Illustrative diagram showing the indicative layout of and minimum dimensions of on-plot side parking.

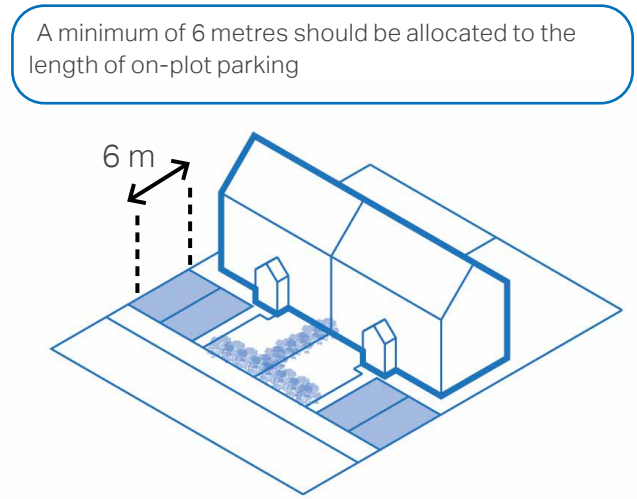


Figure 72: Illustrative diagram showing an indicative layout and minimum dimensions of on-plot front parking.



Figure 73: Local example of use of gravel, a porous material, for the driveway.



Figure 74: Positive local example where the on-plot car parking is screened by hedgerow boundary treatment.

ACCESS AND MOVEMENT

Garage parking/ covered parking

- Garage parking is not a common parking typology in the Neighbourhood Area and therefore other parking typologies are preferred.
- Additionally garages tend to be used for storage instead of a parking space, which means an allocated car parking space for a dwelling is not used and this car may then have to be parked on the street.
- Therefore if a garage is intended to serve as a parking space, the minimum internal dimensions of a single garage should be 7m x 3.6m. Garages must be ancillary to the main house and soft boundary treatments should be used to ensure that garages are not prominent streetscape features.
- Covered parking/ parking barns could be used in new development with styles to reflect the rural character of the Neighbourhood Area.

Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces.
- All parking courts must incorporate natural surveillance with frontages overlooking the parking area.
- Parking courts should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements are used.
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.



Figure 75: Example of covered/ barn style parking in new development, elsewhere in Kent.



Figure 76: Local example of parking courtyard typology in Ringwould.

ACCESS AND MOVEMENT

On-street parking

In order to reduce the localised congestion and visual impact of parked cars on the street, on-street parking as the only means of parking must not be used in future development wherever possible. However consideration must be given for visitor parking and spaces for delivery vehicles, which can be provided through use of dedicated on-street parking to reduce overfill parking cluttering the street. Some guidelines for on-street parking are:

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists and other vehicles and can serve a useful informal traffic calming function.
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings.
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in the public and private realm.
- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting and the use of quality paving materials.



Figure 77: On-street parking in Ringwould where dedicated spaces allow cars to be kept off the road and not impede access.



Figure 78: On-street parking using gravel, a porous material, which helps to minimise surface water run-off.

AM.02 People friendly streets

Roads should be connected with each other to offer a choice of travel routes not only by car but also by foot and bicycle. A more connected pattern creates a 'walkable' Neighbourhood Area where routes link meaningful places together.

- Streets and driveways should be well landscaped to match the surrounding context and the use of permeable paving for driveways should be promoted. Concrete paving and tarmac will not be acceptable.
- Streets could have a gentle meandering character, appropriate to the existing street typologies to provide evolving views.
- Pedestrian and cycle links within residential communities should always be overlooked by properties to create natural surveillance and offer good sight lines and unrestricted views to make people feel safer.
- Design features which are particularly urban, impact views or impede access to countryside, for instance barriers to vehicle movement, gates to new developments or footpaths between high fences, must be avoided.
- Cycle parking should be implemented in both private and public spaces, next to amenities or even along cycle lanes within the countryside to encourage cycling in the Neighbourhood Area.
- Signage can play a significant role in informing people about important destinations, nearby settlements, local facilities and amenities and encourage walking and cycling to reach these destinations. However new signposts must respect the rural character of the Neighbourhood Area and avoid creating visual clutter.

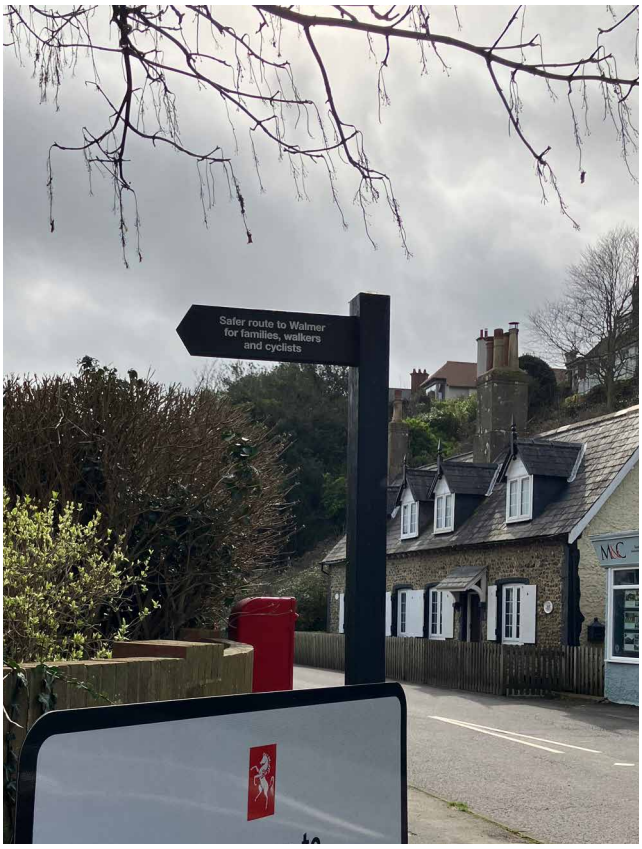


Figure 79: Positive example of existing signage in the Neighbourhood Area for pedestrians and cyclists.

AM. 03 Traffic calming measures

It is essential that the design of streets incorporates the needs of pedestrians, cyclists, and if applicable public transport users.

To ensure the safety and accessibility of vulnerable groups such as children and wheelchair users, a range of traffic calming measures may be introduced at key nodes and crossing points to increase safety and discourage speeding. Interventions should reflect the layout of each area:

- Informal traffic calming methods can provide cues to drivers to reduce their speed, whilst maintaining the rural character of the area. Such interventions can include: reducing the width of the carriageway at strategic locations and introducing green verges with trees to increase the sense of enclosure.
- Any new roads should avoid wide mouthed junctions, such as that in Figure 80, to reduce vehicle speeds into residential roads. Instead these junctions can incorporate green verges which can provide benefits such as surface water drainage.
- Kerbside parking may also act as an informal traffic calming device, however it must neither impede visibility or access at junctions nor create a car-dominated character.
- In addition the introduction of pedestrian crossings on the busier roads in the area such as the A258 could help to increase safety of pedestrians.



Figure 80: The A258 where a pedestrian crossing could improve the road for pedestrians and view of a wide mouthed junction off the A road into the residential road of Ringwould. Narrowing this junction width would force slower speeds into the residential road from the A258, slowing traffic as it goes into the village.

BF.01 Settlement pattern, building line and enclosure

An understanding of the existing settlement patterns in Ringwould with Kingsdown is required to ensure any new development knits into the existing and makes a positive contribution to the area's character. This includes building orientation, set back distances and level of enclosure.

- Any new development must be considered strategically at the settlement level and should not be designed in isolation.
- New development should respond to site specific micro-climates and sun paths and use these as key design drivers to increase the environmental comfort for building users, both internally and externally, including orientation of buildings to maximise energy efficiency wherever possible.
- New development should take into account the existing variety of patterns of growth in the different character areas within the Neighbourhood Area, as analysed in Chapter 3 of this report. Design proposals should sit sensitively with these existing patterns.
- In order to provide a sense of security and natural surveillance, the windowed front elevation of dwellings should face the street. Street-facing rear boundaries should be avoided.
- Corner buildings should have both side facades animated with doors and/ or windows. Exposed, blank gable and buildings with no windows fronting the public realm must be avoided.
- Setbacks and the building line of any new development should respond to surrounding context. In general slight variations in the building line are encouraged to provide interest along the street scene, with exception of where there is a existing, strong, continuous building line.
- Where buildings are more generously set back from the road, the threshold spaces should be well landscaped. Boundary treatments should be used to distinguish private and public realm and should be in forms sensitive to local context, for more guidance on appropriate boundary treatments see **BF. 04**.
- Front gardens can be deeper where the topography requires and at edges of development. This helps to create a softer transition between the countryside and built environment.
- Enclosure levels across the Neighbourhood Area vary with, in general, higher enclosure at the centre of Kingsdown in the upper and middle conservation area. There is lower enclosure to the edges of development in character areas such as The Leas, where there is an open character. Any new development should fit with surrounding enclosure levels.
- Trees, hedges and other landscaping features can help create a more enclosed streetscape and provide shading and protection from heat, wind, and rain. Street trees provide many benefits including improving biodiversity, reducing flood risk and providing shade.

BUILT FORM

- Careful positioning of boundary walls, landscaping and paving can achieve visual continuity and well-defined open spaces to link buildings together and define public and private spaces. Boundary walls should generally be low to maintain natural surveillance and follow the local material palette, as detailed in **BF.04**.

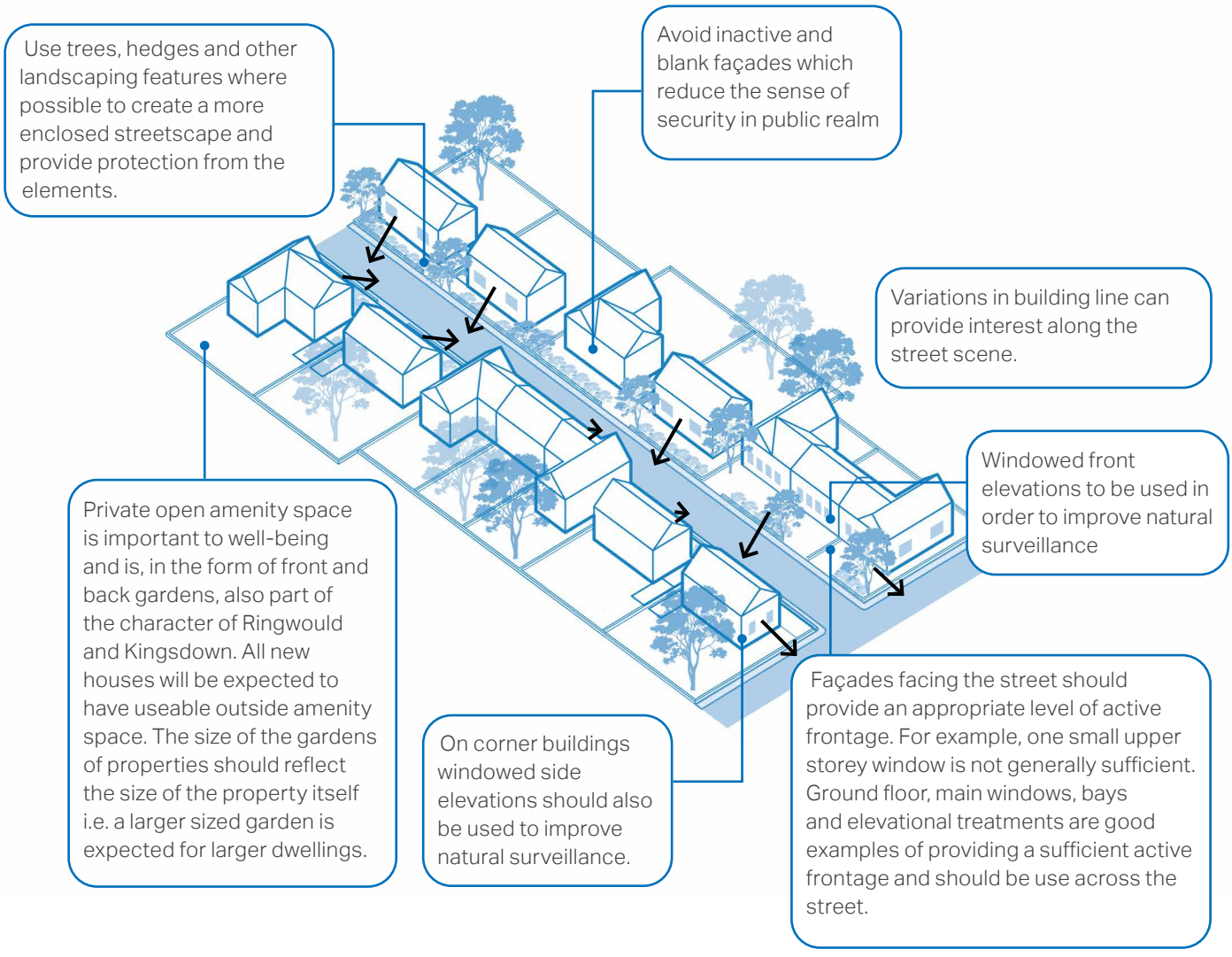


Figure 81:
Diagram to highlight important aspects of settlement layout.

BF.02 Density, massing and scale

The general built form in the parish is characterised by modest and small-scale development. There are some larger buildings to the edges of development and on The Leas; however they remain low height of one or two storeys. Therefore building heights, sizes and density are three important parameters that should be designed and decided with careful consideration of Ringwould with Kingsdown's rural context.

- Any new development within the settlement boundaries should generally be restricted to one or two storeys in height, with a maximum height of three storeys where this fits with surrounding buildings, to preserve the existing context and respect the surrounding vegetation and countryside. In both scale and height, proposed new buildings must be commensurate with adjacent buildings.
- The massing of new buildings must ensure a sufficient level of privacy, energy efficiency and access to natural light for their occupants and avoid overshadowing existing buildings. New buildings must not significantly compromise existing property views of open and green spaces.
- Locally traditional roof detailing elements or energy and material efficient roof systems that compliment the local vernacular should be considered and implemented where possible in cases of new development.
- Building massing of new developments should be of comparable scale to surrounding buildings and designs must avoid appearing large and overbearing by comparison with adjoining properties.
- Density must be appropriate to the location of any new development and its surroundings.
- Appropriate building scale and heights must be retained with any extension and conversions, further guidance can be found in **BF. 06**.
- Where appropriate, dormers, which are common features in Ringwould and Kingsdown may be used as design elements to add variety and interest to roofs. Design of dormers should respond to existing designs as shown in **BF. 04**, which, in general, are small with pitched roofs that, therefore, do not result in bulky building forms.

BUILT FORM

Roofline



Figure 82: Detached houses at the edge of the clifftop on Church Cliffe with a varied roofline of pitched, hipped and cross-gabled roofs, all restrained to one to two storeys in height. Buildings are larger than elsewhere in Kingsdown, but the relatively low height and lower density with building gaps means they are not overly prominent. Additionally the variation in form and style with a relatively consistent massing and scale adds to the character of the area.



Figure 83: Detached houses of two storeys overlooking Ringwould village green along Hangman's Lane. The roofline is set lower than the treeline, avoiding harsh silhouettes against the sky and also preserving the rural character of the area. Varied roofline adds to the informal development character and building gaps allows greenery to infiltrate between the built form and maintain an open, rural character.

Roofline



Figure 84: Terraced cottages on North Road in Kingsdown with a continuous roofline, punctuated with chimney stacks. Low building heights and small scale is a key aspect of the character. In addition form is understated and consistent, with coloured render providing interest. Therefore any extensions need to fit with this existing scale and massing to avoid appearing overbearing in this sensitive part of the village (the lower conservation area).



Figure 85: Varied roofline without gaps of houses on Upper Street. The variety provides an engaging and interesting streetscape, whilst the consistency in building massing and heights maintains a harmonious street scene.

BF.03 Respecting heritage

There are many heritage assets in the Neighbourhood Area which make a positive contribution to the character of the area. These include Ringwould and Kingsdown's distinct conservation areas, the listed buildings and structures as well as the unlisted buildings of historic significance.

- New development in proximity to designated and non-designated heritage assets could propose distinct boundaries in keeping with the local landscape setting in each case (e.g. hedgerows) to mitigate visual impact.
- New development in close proximity to a heritage asset must respect its significance. For example, the new development could allow for a generous setback from the asset and be of a massing and scale that is sensitive to the neighbouring structure. Views to that asset should also be maintained where possible.
- New development must retain the existing open spaces, vegetation and trees within the conservation area to preserve the historic form and pattern of development in the Neighbourhood Area.
- New development must propose architectural details and materials that reflect the surrounding heritage assets. This especially applies with the conservation are where the local vernacular is most present.
- Any street furniture, signage or lighting should be sympathetic to the conservation area.



Figure 86: St Nicholas's Church, Ringwould.



Figure 87: Fishermans' cottages in the conservation area of Kingsdown.

BUILT FORM

BF.04 Architectural style and materials

There are a variety of architectural styles in the Neighbourhood Area, including 15 listed buildings and structures, examples of vernacular Kentish architecture and a diverse range of modern development.

The conservation areas of Ringwould and Kingsdown form the most historic parts of the Neighbourhood Area. There are particular materials and architectural details which contribute to the character of the area. This includes flint knap and Kent peg tiles.

Some buildings have modern extensions and alterations. New developments should encourage and support innovative and proactive approaches to design and opportunities to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.

New developments should strive for good quality design that meets climatic targets for CO_2 emissions and that can be constructed sustainability, maximising opportunities for recycling.

Informed by the local architecture, the following pages illustrate acceptable materials and detailing for any future housing developments in Ringwould and Kingsdown. An important contributor to the built form in the Neighbourhood Area is variety. There are differing designs and materials across a street and differences between character areas. For example the fishermans' cottage typologies which comprise most of the lower conservation area of Kingsdown and the prominence of flint in the middle conservation area. Any design proposals for new dwellings must incorporate a variety of typologies, materials and details which are appropriate for the local context (see pages 60-63).

In the case of a conversion of an existing historic building into a residential use, this should look to preserve and enhance any existing heritage features, to maintain the integrity of the original building. Any new fenestration should be positioned carefully to maintain the character and balance of the building and reflect the existing design through use of complementary materials and finishes.

For both new developments and conversions of existing historic buildings wooden window frames and doors are recommended. Use of bland, white PVC for fenestration is discouraged because it detracts from the character of the parish.

BUILT FORM

Walls



Red brick



Dark coloured brick



Gault brick



White painted brick



Off-white render



Muted yellow render



Pastel coloured render



Black painted timber framing with white render infill



Rough Cast or Pebble Dash



Flint knap



Flint with red brick



Kentish peg tiles



White timber weatherboarding



Dark timber weatherboarding



Coloured weatherboarding

BUILT FORM

Roofs



Slate tiles



Clay pantiles



Clay plain tiles



Pitched roof



Half-hipped cross-gabled roof



Hipped roof

Porches



Hipped roof porch with wooden door



Pitched roof porch with arched opening



Pitched roof canopy porch with timber posts



Sloped roof canopy porch



Modern pitched roof porch with eaves detailing



Clay tiles pitched roof porch

BUILT FORM

Windows



Timber casement windows



Bay window style



Bay window style



Sash windows



Circle bay window



Double bay windows



Double bay windows with brick and tile details

Dormers



Pair of slate pitched roof dormers with glazed sides and slate tiles.



Singular, small pitched roof dormer with black, timber weatherboarding and clay plaintiles.



Row of small pitched roof dormers with slate tiles and eaves and ridge detailing.

BUILT FORM

Detailing



Open balcony style



Enclosed balcony style



Protruding balcony style



Brick arch detail



Red brick dressings



Decorative tiling

Boundary treatments



Low brick wall



White picket fence



Low wall



Low pebbled wall



Flint Knap wall



Low brick wall with low hedgerow



Hedgerow



No boundary treatment



Timber picket fence

BF.04. Infill development

The context and scale of infill development will vary according to the location of the infill site; however any proposed infill development can have significant impact on the character and appearance of the built environment. Therefore some design guidelines for infill sites are:

- Infill development should complement the street scene into which it will be inserted. It does not need to mimic the existing styles but its scale, massing and layout need to be in general conformity with the existing. In particular infill development should not be located too close to existing buildings and should not be of a larger scale which dwarfs existing properties and/ or presents overlooking issues.
- The building to plot size ratio of infill development should ensure a good amount of outdoor amenity space. There is a range of front and back garden sizes in the Neighbourhood Area, generally according to the character areas. Infill development should follow existing context.
- The building line of any new infill development should be in conformity with the existing. Where there is an existing strong building line, for example with the terraced or dense groupings of houses, the building line of infill should be similar in order to preserve the character of the street. In other cases, where the building line is more informal, for example in less dense areas, a more varied building line may be acceptable.
- The density of any new infill development should reflect its context and its location in the Neighbourhood Area and also within the villages. The optimum density will respond to surrounding densities while making efficient use of the land.
- Where there are opportunities for infill development, proposals should retain existing views and vistas between buildings and along view corridors wherever possible.
- In general, backland developments must be discouraged to preserve the existing patterns of development. Tandem development is a form of backland development where a new dwelling is placed immediately behind an existing dwelling and is serviced by the same vehicular access. This type of development will generally be unacceptable due to the impact on the amenity of the dwelling at the front of the site.

BF.05. Extensions

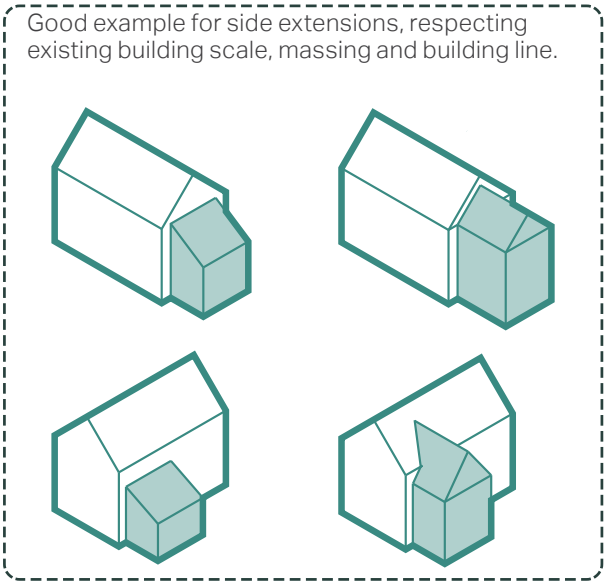
Extensions to dwellings can have a significant impact not only on the character and appearance of a building, but also on the street scene within which it sits. A well-designed extension can enhance the appearance of its immediate environment, whereas an unsympathetic extension can have a harmful impact, create problems for neighbouring residents, and affect the overall character of the area. In Ringwould with Kingsdown Neighbourhood Area a particular concern is the resultant decrease in back garden space through inappropriate rear extensions. This is especially seen in the lower conservation area.

Many household extensions are covered by permitted development rights, and so do not need planning permission. There are however a number of principles that residential extensions and conversions must follow to maintain the local character:

- The original building must remain the dominant element of the property regardless of the number of extensions. The extension shall not overwhelm the building from any given point.
- Consideration should be taken of the local context and surrounding density, extensions should avoid significantly increasing built density in sensitive areas , for example where plot sizes are small extensions to buildings can lead to a cramped and overwhelmed built pattern.
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided.
- In case of side extensions, the new part may be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the articulation between existing and new.
- In case of rear extensions the new part must not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing or privacy. The scale and form of the rear extension should be appropriate for the original building and plot size.
- Any housing conversions must respect and preserve the buildings' original form and character.
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials must be sustainable and be used on less prominent building parts.
- The pitch and form of the roof used on the building adds to its character and extensions shall respond to this where appropriate.
- Extensions must consider the materials, architectural features, window sizes, and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building.
- Any modifications should not reduce the number of parking spaces on the site.
- It must be noted that permitted development rights do not apply to extensions and modifications of

buildings that are listed and require listed building consent.

- Any changes to properties and plots within the conservation area including extensions, conversions and infill must refer to the conservation area appraisal (https://www.dover.gov.uk/Planning/Conservation/Conservation-Areas/Kingsdown-Conservation-Area.aspx).



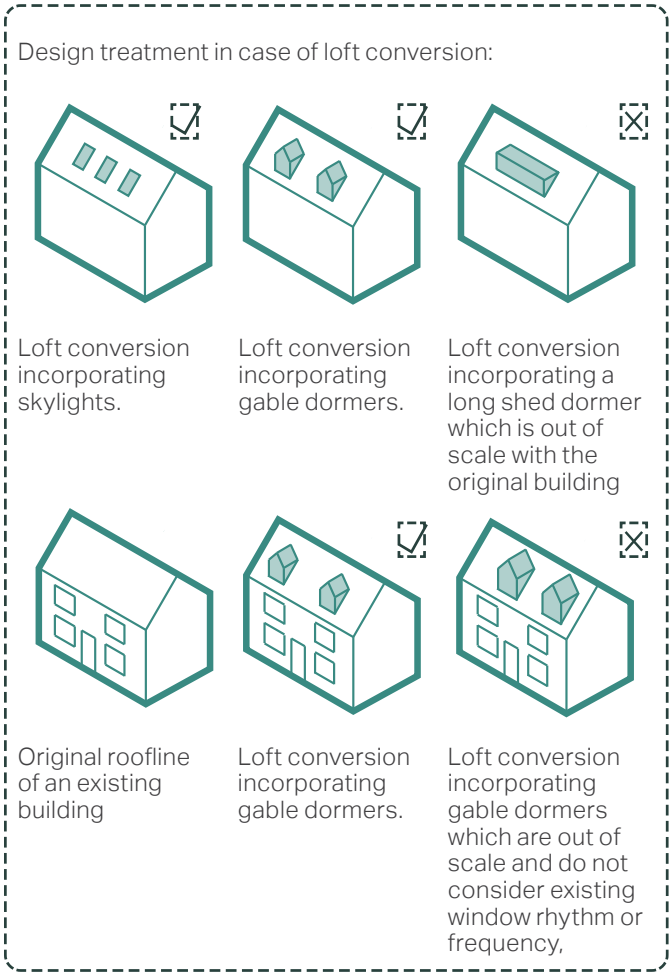


Figure 88: Some examples for different type of building extensions



Figure 89: Example of an extension to a house in Ringwould that uses brick colour, shape and style to match the original building.



Figure 90: Example of a side extension to a house in Kingsdown which uses a scale and roof pitch sensitive to the original building and incorporates dark weatherboarding which, although not part of the original building materials, fits with the character of the local context.

LA. 01. Biodiversity and landscape setting

Ringwould with Kingsdown is surrounded by valuable and easily accessible countryside with a good existing network of footpaths and bridleways. Opportunities should be sought to introduce new green assets into the villages and contribute to biodiversity. Some design guidelines on green networks are:

- Opportunities should be sought to link small and isolated woodlands to larger green areas to protect connectivity of habitats and biodiversity. For instance, isolated woodlands could be linked with planting alongside existing footpaths or larger woodlands to allow for the movement of species.
- Interconnectivity should be sought between developments, green infrastructure networks, and open space, as shown in Figure 91.
- Native species of trees and planting should be used within the green network including within boundary treatments, in front and back gardens and any street trees or public green spaces. Use of native species contributes to local character as well as ensuring the trees and plants will be suitable for the local climate.
- New development should incorporate bolt-on features to assist biodiversity including bat bricks, bird boxes and hedgehog gravel boards.
- Biodiversity Net Gain requirements should be delivered on-site as a priority, and if this is not possible, within the parish.
- New development should propose street trees, green verges, front and rear gardens, open spaces and habitat sites, where possible, to enhance the green network within the built environment, boost biodiversity and strengthen the connections with the surrounding countryside and water elements.
- Where space is limited, new development should aim to provide hedges, verges and street trees, bushes and shrubs to maintain continuity of "greenness;" Access to green assets should be granted for all groups of people.
- Sustainable urban Drainage Solutions (SuDS) should be introduced, where possible, and incorporated into design of the green network to mitigate any flooding issue.
- Green links could encourage walking and cycling over driving. However, since car users still represent a major group in the area, car parking should be well incorporated, e.g. parking bays with green verges and street trees, into the public realm to minimise the presence of cars. For further information about car parking please see the principles that are listed in *Building for a Healthy Life* (https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf) and *Manual for Streets* (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf) documents.

LANDSCAPE

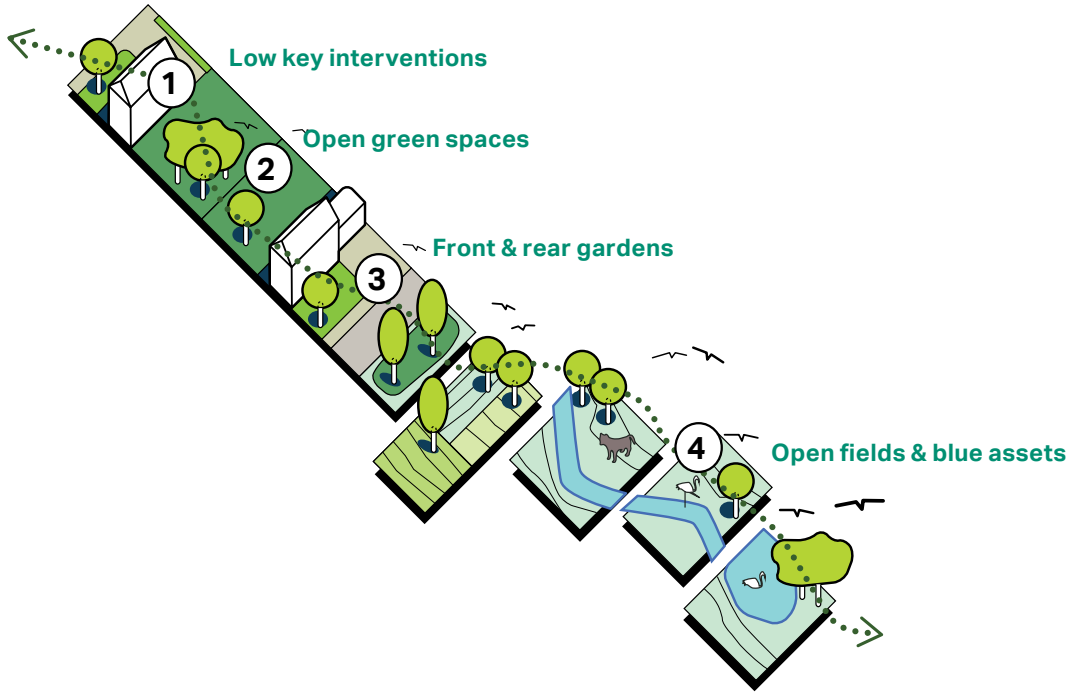


Figure 91: Diagram to illustrate the green assets that can play an important role as wildlife corridors



Figure 92: Example of a bat box placed in the front or rear garden of a property.



Figure 93: Example of a bird feeder located on a grass area opposite a public footpath.

L.A. 02. Front and back gardens

The ratio of garden space to built form within the overall plot is exceptionally important to ensure that the sense of openness and green space within the villages is maintained.

There are different garden dimensions in each of the character areas. The largest plots and gardens are found where density is lowest. For example front and back gardens along The Leas are among the largest in the Neighbourhood Area, whilst those of the cottages on South Road and North Road in the lower conservation area are among the smallest.

- Any new development should respond to the existing plot patterns and back and front garden sizes of the character area, whilst also following good design practice, national and regional policies.
- Back gardens should be a minimum depth of 10m and provide a minimum area of 50m^2 of useable amenity space. North facing back gardens should exceed 10m in length to ensure sunlight is maximised.
- Garden sizes should reflect the property size and a greater sized garden will be expected for larger dwellings.



Figure 94: Example of a generously sized front garden in Kingsdown.

LA. 03. Preserving trees and views

Trees are an important part of the character of Ringwould with Kingsdown Neighbourhood Area. There are many trees which benefit from Tree Preservation Orders, these can be found on the Dover District Council website[1]. Some additional design guidelines for trees, especially considering those not protected by TPOs are:

- Screening for a new development should be implemented before development begins to allow the trees to be maturing over the course of development. In particular sufficient screening should be in place for areas of the parish which are visible from the National Landscape to protect views out from this area.
- Any new development should incorporate existing native trees and shrubs into the design and avoid unnecessary loss of flora. Ash dieback has affected the native ash trees in the villages and it is important to retain trees which remain.
- Where it is unavoidable any new development should replace any tree, woodland or hedgerow lost. Native trees and shrubs should be used to reinforce the rural character of the area.
- Rich vegetation should be incorporated into front and rear gardens to mitigate air pollution and improve the visual integration of the development into the surrounding landscape.
- New and retained vegetation at the edges of new developments are particularly important for their successful integration into the wider landscape because of their role in screening buildings from inward views.

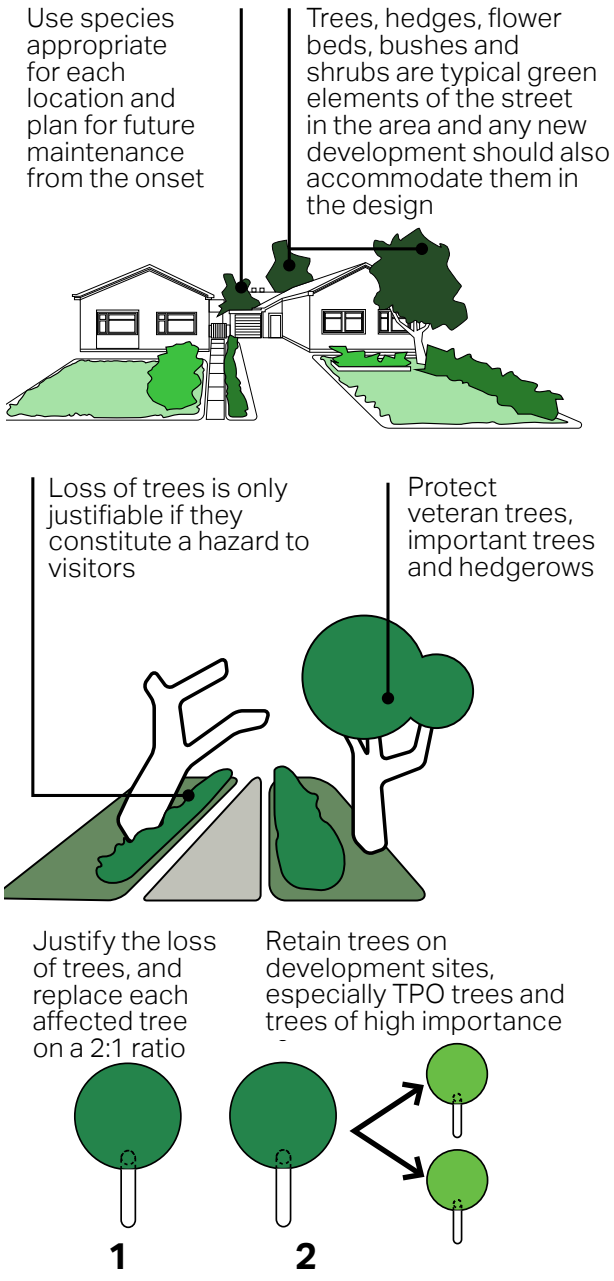


Figure 95: Diagram highlighting some guidelines related to tree preservation.

1 https://www.dover.gov.uk/Planning/Conservation/Trees/Tree-Preservation-Orders-TPOs.aspx

SU. 01. New and retrofit eco-housing

Energy efficient technologies must be incorporated into buildings and from the design stage for any new developments within the Neighbourhood Area.

Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating.

Starting from the design stage there are strategies that can be incorporated to include technologies such as passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

It should be noted that eco design can be adapted to a wide variety of architectural styles. Historic buildings can also be retrofitted in a way that respects both the environment and their historic features. It is important that any eco-design features are incorporated without visually damaging the environment.[1]

Roof solar panels

Solar panels over a rooftop can have a positive environmental impact, however their siting, design and installation should be handled sensitively, particularly on heritage assets, and may not always be appropriate. Preserving the character of the host building and wider setting/village should be a priority.

It is also important to note that solar panels on listed buildings require consent.

- For new developments the design of solar panel features should form part of the design concept and should be considered along with orientation of buildings. For example designing the layout of buildings to incorporate south facing roofs where possible. Some attractive options for the design of solar panels are solar shingles and photovoltaic slates.
- For retrofits the proportions of the building and roof surface should be analysed in order to identify the best location and sizing of panels.
- Consider the colour of the panels and how these will complement the colour of the roof. Use of black solar panels with black mounting systems and frames can be an appealing alternative to blue panels.

Ground source and air source heat pumps

Ground source and air source heat pumps absorb heat from the environment to use for both heating and hot water within the house. For most residential properties in Ringwould and Kingsdown an air source heat pump is the more appropriate choice, given ground source heat pumps require large amounts of outdoor space to accommodate underground loops.

Air source heat pumps still require some outdoor space for the pump unit, though considerably less, and many back gardens in Ringwould and Kingsdown would be large

1 Further guidance on eco-design adaptations of historic buildings can be found in Historic England draft guidance: 'Climate Change and Historic Building Adaptations' (November 2023).

enough to accommodate one. Therefore, some design considerations for air source heat pumps are:

- Bespoke covers and landscaping can visually screen the heat pump, for example wooden enclosures can be used and stained to match the colour of the building wall. However, it is important to ensure any covers are durable and weather-resistant and that neither the cover or any planting nearby the pump obstructs ventilation.
- Placement of heat pumps should not visually damage the street scene and the main, front elevation of a building and therefore should ideally be placed to rear of the dwelling. However, the pump must remain accessible for maintenance and have sufficient open space in front to operate efficiently.
- Heat pumps should be placed so that they are protected from heavy snowfall or flooding. They can be mounted on the wall with anti-vibration dampers, to mitigate noise impact to the interior of the property, or on anti-vibration mounts on the ground.



Figure 96: Heat pump screening at the front of a dwelling.



Figure 97: Positive example in Toot Baldon, Oxfordshire, where a Grade II listed building and outbuilding has been retro-fitted with black solar panels.

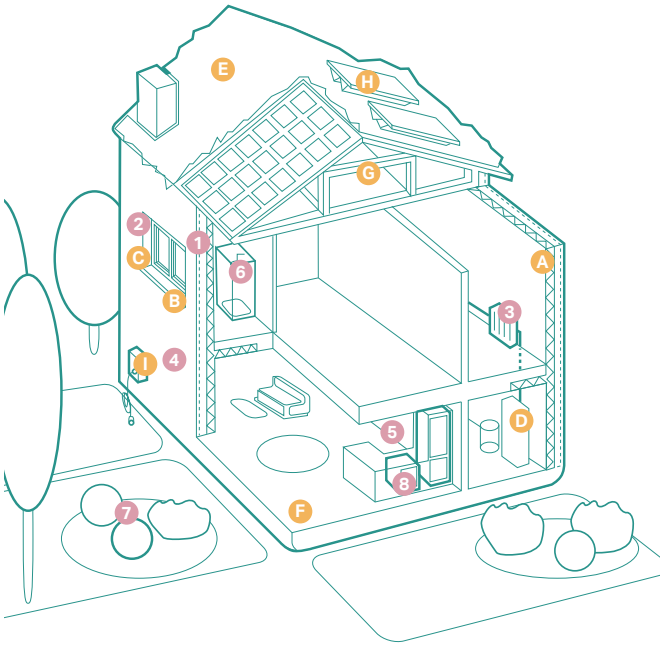


Figure 98: Use of shingle-like solar panels on a slate roof, with the design and colour of the solar panels matching those of the adjacent slate tiles.



Figure 99: Positive example of implementing solar panels since the design stage.

SUSTAINABILITY



Existing homes

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Draught proofing** of floors, windows and doors
5. **Highly energy-efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly waste-efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Existing and new build homes

A. **High levels of airtightness**

B. **Triple glazed windows and external shading** especially on south and west faces

C. **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest

D. **More fresh air** with mechanical ventilation and heat recovery, and passive cooling

E. **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls

F. **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden

G. **Construction and site planning** timber frames, sustainable transport options (such as cycling)

H. **Solar panels**

Figure 100: Diagram showing low-carbon homes in both existing and new build conditions.

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SU. 02. Water capture and recycling

New and existing developments should consider incorporating sustainable water capture and recycling systems where possible. For new developments these systems could be integrated into the design from the outset. These systems include rainwater harvesting and grey water recycling. Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.

Simple storage solutions, such as water butts, can help provide significant attenuation, and could be easily retrofitted on existing buildings and used where space is limited for more extensive measures. Other solutions can also include underground tanks or alternatively overground gravity fed rainwater systems that can have multiple application areas like toilets, washing, irrigation. In general, some design guidelines to well integrate water storage systems are:

- Consider any solution prior to design to appropriately integrate them into the vision.
- Conceal tanks by cladding them in complementary materials.
- Use attractive materials or finishing for pipes.
- Combine landscape/planters with water capture systems.

Any rainwater harvesting system or grey water recycling system should refer to the British Standard (BS EN 16941-1 and 16941-2), which are recommended codes of practice for design, installation and upkeep of these sytems.



Figure 101: Example of a gravity fed rainwater system for flushing a downstairs toilet or for irrigation.

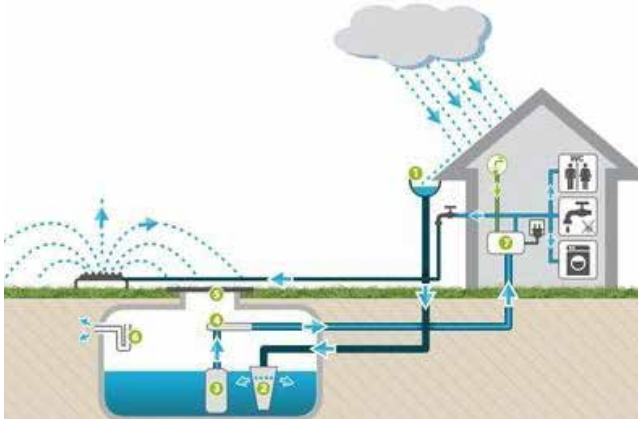


Figure 102: Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments.

SU. 03. Flood mitigation measures

Flood risk in Ringwould with Kingsdown Neighbourhood Area is concentrated in areas near the coastline and the lower areas of land. Surface water flooding may be a concern in these areas and will need to be managed sustainably.

SuDS cover a range of approaches to manage surface water in a sustainable way to reduce flood risk and improve water quality and the overall urban environment.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. A number of overarching principles can, be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow so that it does not overwhelm water courses or the sewer network. Permeable materials should be used for drives in development to reduce runoff rates, for example gravel drives and permeable paving.
- Improve water quality by filtering pollutants to help avoid environmental contamination.
- Form a 'SuDS train' of two or three different surface water management approaches.
- Integrate into development and improve amenity through early consideration in the development process and good design practices.
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water.
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Typically, the most sustainable option is the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, as these have the added benefit of reducing pressure on important water sources. Where reuse is not possible, two alternative approaches using SuDS include:

- Infiltration - allows water to percolate into the ground and eventually help restore groundwater; and
- Attenuation and controlled release - holds back the water and slowly releases it into the sewer network.

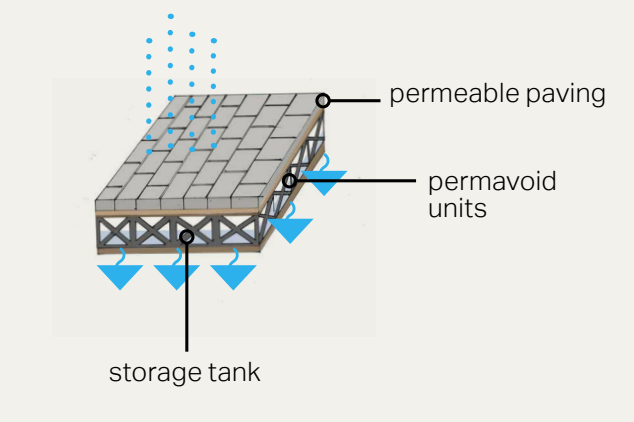


Figure 103: Diagram illustrating the functioning of a soak away with permavoid units.

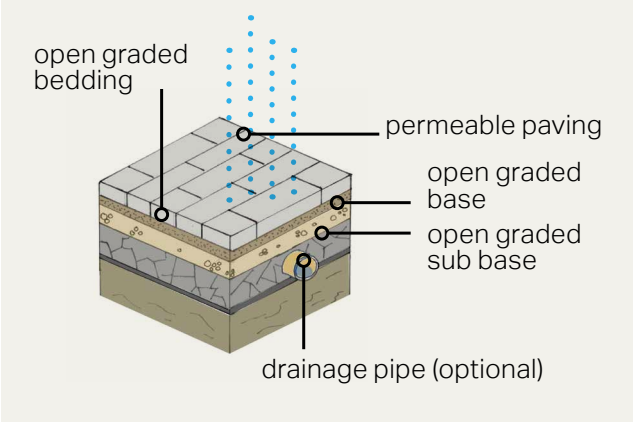


Figure 104: Diagram illustrating the construction of a permeable paving area.

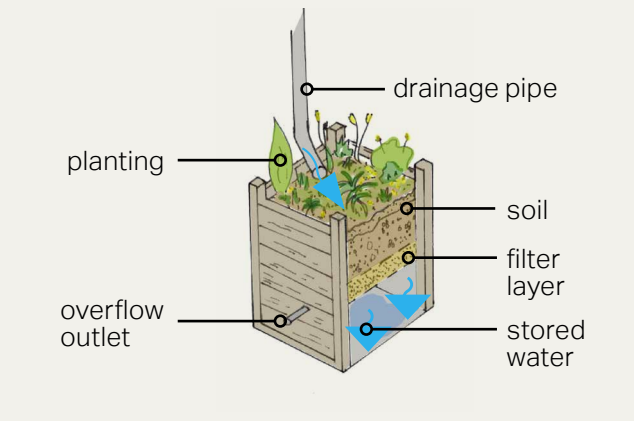


Figure 105: Diagram illustrating the functioning of a stormwater planter.

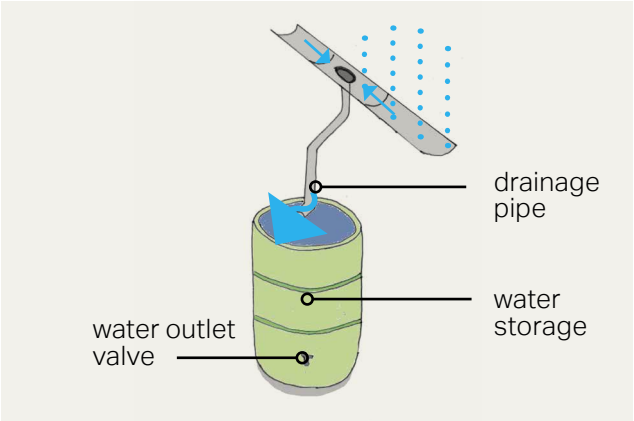


Figure 106: Diagram illustrating the functioning of a water butt.

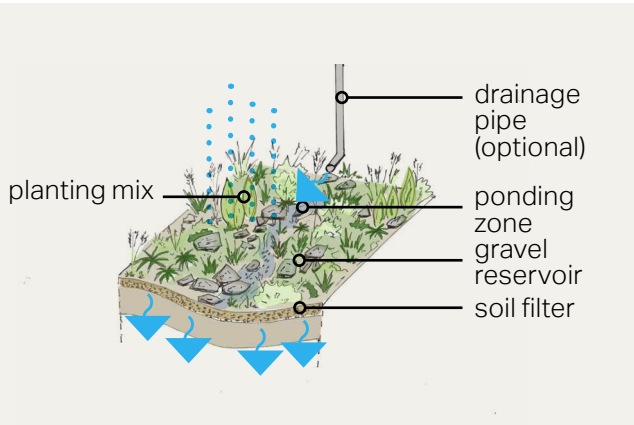


Figure 107: Diagram illustrating the functioning of a rain garden.

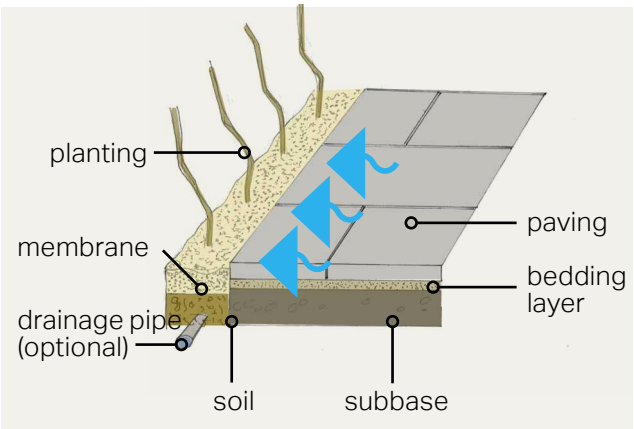


Figure 108: Diagram illustrating the construction of a soak away garden.

SU. 04. Dark skies

Careful consideration and thoughtful design of lighting schemes within properties, whether in front or back gardens, are essential in any new development. This is crucial to maintain the rural character of Ringwould with Kingsdown Neighbourhood Area and minimise light pollution under the protection of dark skies, benefiting both the residents and the local wildlife.

- In general, street lighting is not supported in the Neighbourhood Area. Thus, any large lighting scheme must be avoided.
- Low-impact lighting can improve the aesthetics and offer safety during the night.

This page offers examples of low-level lighting solutions that can be implemented in private properties and improve the aesthetics and safety, whilst retaining dark skies and the rural character of the Parish.

These examples include lighting schemes that could be turned off when not needed ('part-night lighting') as well as low-impact lighting oriented downwards.

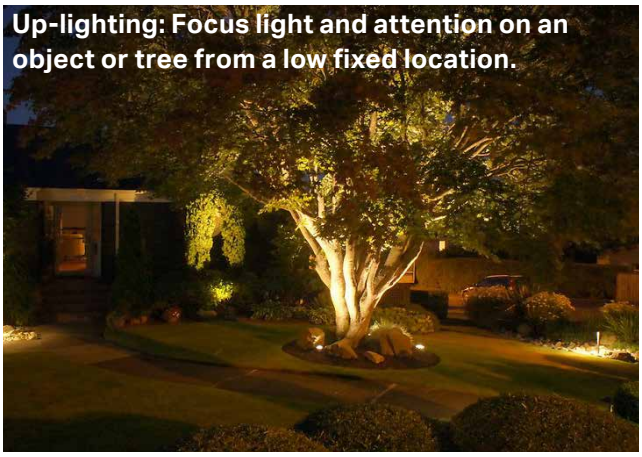


Figure 109: Example of up-lighting which is used to illuminate the trees within a property.



Figure 111: Example of down lighting which was used to illuminate the pathway.



Figure 110: Example of backlighting used at the back of a bush to create a glowing effect.

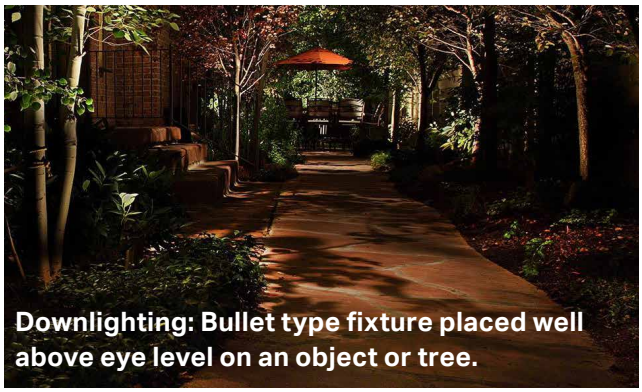


Figure 112: Example of down lighting which was used to illuminate the pathway.

SU. 05. Electric vehicle charging points

Current transition to electric vehicle technology and ownership comes with related issues that must be addressed by new development. Two key areas are explored below - public parking areas and private parking for homes.

- EV charging infrastructure should be designed in close proximity to homes, within well-designed parking spaces, for example, within car ports and garages.
- New developments, especially of higher density, should consider providing secure, serviced communal parking with EV charging.
- EV charging points should be installed sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture. This is particularly important within conservation areas, where charging points should not visually impact neighbouring heritage assets. For example, parking can be set behind the building line or behind native hedgerow planting.
- Mounted charging points and associated services should be integrated into the design of new developments, if possible with each house that provides off-street parking.
- Cluttering elevations, especially main façades and front elevations, should be avoided.



Figure 113: Example of off-street electric vehicle charging points.

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